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日十三月二年寅甲

HONGKONG, THURSDAY, MARCH 26TH, 1914.

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10.00 " " 11.00 " "	" " " "
11.00 " " 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 2.45 " "	" " " "
2.45 " " 3.00 " "	" " " "
3.00 " " 4.00 " "	" " " "
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11.00 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
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5.00 " " 8.00 " "	" " " "
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MARRIAGES.

KERFOOT-GASKELL.—On the 24th instant, at St. John's Cathedral, Hongkong, JAMES, eldest son of WILLIAM KERFOOT, Esq., of "Ty Arian," Rhuddlan, Wales, to ELIZABETH, youngest daughter of ISAAC GASKELL, Esq., of "Holmleigh," Eccles, England.

LIND-DE MALIGNY.—On February 21st, at Grosvenor, J. H. LIND, of Hongkong and Shanghai Bank, Yokohama, to MARGUERITE IRENE DE MALIGNY, of Lyons.

BALLOCH-MONT.—On February 24th, at Hanover-square, G. BALLOCH, to MURIEL STURTELL MONTAGU, daughter of E. M. MONTAGU.

DEATH.

WARDLAW.—On February 24th, at South-borne, J. C. WARDLAW, late of Amoy, aged 78.

HONGKONG OFFICE: 10A, DES VUEX ROAD, C. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 26TH, 1914.

IN JOHN STUART MILL'S "Autobiography," in recording the successive changes in his mental development, there is an interesting passage summarizing what may be considered as the full bloom of his thoughts on political philosophy. The different stages in his mental progress led him to a greatly modified view of the possibilities of reform by means of political institutions; they led him to abandon for the most part his early enthusiasm for temperate the dogmatic standpoint of his early years, and to see more and more that the changes through which political institutions pass are not only natural but even inevitable and necessary. He came to see "that the human mind has a certain order of possible progress in which some things must precede others, as order which governments and public instructors can modify to some, but not to an unlimited extent: that all questions of political institutions are relative, not absolute, and that different stages of human progress not only will have, but ought to have, different institutions: that government is always either in the hands, or passing into the hands, of whatever is the strongest power in society, and that what this power is does not depend on institutions but institutions on it: that any general theory or philosophy of politics supposes a provisional theory of human progress, and that this is the same thing with a

philosophy of history." These conclusions may at first appear discouraging beside the more hopeful ideas of youthful political reformers, who regard institutions, not men, as the prime objects of reform and think that it is only necessary to reform or extinguish some objectionable institution in order to remove the evils which are supposed to arise from its existence. But if the wiser, perhaps sadder, counsel of a maturer years wears at first sight hardly so inspiring a garb, yet in the end it will be found not to negative the ideas of the more optimistic philosophy, but to re-state them from a fresh standpoint. The belief in the progress, if not the perfectibility, of man and his institutions, remains; the belief that the evils and miseries which arise under present conditions are capable of amelioration, if not of extinction, remains; and finally there remains the belief that an improvement in political conditions may be looked and striven for. In the two countries which are of most importance to Far Easterners, China and Japan, some striking object lessons as to the wisdom of MILL's conclusions are to be seen. If we accept the idea of the St. Simonian school—an idea not peculiar to them—that the history of the world can be divided into organic and critical periods, and apply the idea, on the principle that the greater contains the less, to the different countries of the world, we may conclude that both China and Japan are now passing through critical periods of their history. In Japan the critical period began before the fall of the TOKUGAWA régime, and, in spite of great efforts on the part of the bureaucrats to crystallize the feelings of the country in a permanent form, still continues; in China it began, approximately, at the time of the death of the EMPEROR DOWAGAS. To speak of such periods having a definite beginning is, of course, inaccurate; there are always made which look forward from one critical period to another, and it would be difficult to find a country where, during an organic period, there were not indications of the critical period to come. It is only when the thoughts which are so widely diffused as to be practically held by the majority, or by the majority of the party in whose hands the real power is placed, that a beginning becomes appreciable. Thus in the case of China and Japan there is no doubt that there were many indications of the critical period coming before it actually arrived, although such indications failed to have the significance attached to them at the time that after events proved was their due. An interesting question arises, however, especially to observers of events in China and Japan, and that is how far such critical periods are capable of being restrained or arrested in their development. Is it possible for the passage of the Government into the hands of the strongest power, in so close to mean merely a continuance of the old conditions under a new name? If this be so, it would suggest that there may be pseudo-critical periods—periods which have all the appearance of being critical but which are yet merely continuations of the organic period preceding. There are not wanting critics who say this of both China and Japan—who see in President YUAN SHIH-KAI merely the founder of a new dynasty of Emperors, and regard the bureaucratic Government of Japan merely as a continuation of the TOKUGAWA régime, when the Emperor was but a figure-head and the actual power lay in the hands of the strongest military clan. Whatever may be the case in China, it must be acknowledged that as the strongest power in society at the time of the foundation of the TOKUGAWA line of rulers was the military power, so it remains to-day, and that the restoration of the Imperial line to its alleged prerogatives was but the transfer of the custody of the Imperial person to the clan into whose hands had fallen the military power on the decay of the TOKUGAWA line. Such a transfer of power is exceedingly common in Japanese history and not unknown in European history, and it would certainly be wrong to regard all such transfers as signifying the existence of a critical period. Nevertheless, while the Throne in Japan remains as much a symbol as it was in TOKUGAWA and earlier days; while the actual power rests in the hands of two clans representing the Army and Navy, between whom there exists as much rivalry as ever there was between warring clans in feudal days; and while the power of the people to direct the course of State affairs is as small as it ever was in the past; yet, in spite of this adherence to feudal ideas on the part of those governing and those governed, there is still an undercurrent of feeling which compels the belief that however much the full changes of the critical period have been restrained and their growth stunted, such a critical period does exist and will in time be made fully

manifest. It may be noted that both China and Japan are peculiarly subject to misdirection of aims; a kind of perversion of the natural course of human progress. History shows that in the case of Japan there has time and again been a premature crystallization of institutions before their reform has been fully effected, ending in that last crystallization which resulted in Japan enjoying a feudal system in form and practice long after it had formally disappeared in other parts of the world. In the case of China the same failures have to be recorded. Dynasties rose and dynasties fell, but the reforms in institutions which might have been expected to accompany such changes did not take place. The revolutions were perverted in the midst of their success, the course they followed was not such as to reform institutions but to re-crystallize them under a new name. There is no doubt that in China, as in Japan, the government passed into the hands of the strongest power in society and that that strongest power did not at all depend on institutions, but it is difficult to see that any progress resulted from these changes. If different stages of human progress will and ought to have different institutions, a doctrine there is no reason to dispute, then it may not unjustly be said that China's progress has been inappreciable, and Japan's progress much smaller than is generally believed. The ostensible progress of China and Japan has been largely due to the impact with foreign civilizations, which has been forced upon the two countries by the necessities of the times. Japan has largely adopted the forms of Western civilization as a means of protection; there has been at work the mimetic power which plays so large a part in self-preservation among the lower animals. But an examination of the institutions of the country, bearing in mind that institutions are modified by the mental progress of the race and especially by the mental progress of the strongest power in the race, would seem to show that however great the external changes, internally the feelings and the old conceptions of Government prevail. In the case of China this is still more the case. Even externally there is but little progress to be recorded, while recent events would seem to show that internally the strongest power is still but little influenced by progressive feelings.

Mr. J. K. Swire, of the firm of John Swire & Sons, arrived by the *Arctida* yesterday.

The cruiser *Eclipse* was commissioned at Devonport on 24th ult. with a crew from the Nore depot for the cruiser *Tarnmouth*, which will meet her at Colombo and recommission for Far Eastern waters.

Mr. J. Argyll Robertson has taken over the charge of the F.M.S. Agencies of the Chartered Bank of India, Australia and China. Mr. D. W. Gilmour intends leaving Kuala Lumpur early next month for Home, on furlough.

Mr. R. B. Angus, a director of the Canadian Pacific Railway Co., is visiting Hongkong. He is on a pleasure trip, and has come out *via* Suez spending some time in Egypt and India. Mr. Angus is an octogenarian.

At an Investiture held at Buckingham Palace on 24th ult., the King conferred the dignity of a Knight of the United Kingdom upon Mr. Thomas de Maltin Lee Bradwell, Chief Judicial Commissioner, Federated Malay States.

Mr. G. Farmer has been appointed Consul for the Netherlands at Newchwang (unsalaried). The Consulate district comprises the Manchurian province of Fengtien, with the exception of the Japanese territory of Kwangtung.

The King has been pleased to give and grant unto Mr. Gavin Alexander Forrest, His Majesty's Royal licence and authority to wear the Insignia of the Fifth Class of the Order of the Rising Sun, conferred upon him by His Majesty the Emperor of Japan, in recognition of valuable services rendered by him.

Messrs. Weissmann Ltd., have arranged to provide at the Theatre a refreshment room where ices, etc., may be obtained at the intervals in the plays. A small music room, in close proximity to the dress circle, will be used for the purpose. This innovation, we have no doubt, will be much appreciated by theatre-goers.

London papers report the sudden death of Mr. Theodore Howard, who passed away at Bickley, Kent, in his 77th year. Well-known in City circles, Mr. Howard was even better known for his deep interest in the ever-extending work of the China Inland Mission. He had the highest admiration for the founder of the Mission, the late Rev. Hudson Taylor, and he had been for many years a generous donor to the funds.

The ladies' match on the Fanning golf course was destroyed by fire yesterday.

Among visitors in Hongkong at the present time is Mr. Alexander Hume Ford, who is organizing what is described as "The Hands-around-the-Pacific Movement"—a movement designed to promote the interests of the Pacific countries by making known their attractions for the tourist and the investor.

At the Supreme Court yesterday Tang Chi Ngong sued Man Chin Yuen and another; the proprietors of the Tai Hung Hotel. The claim amounted to \$1,000, being the sum due on a promissory note given by the defendant to the plaintiff. On behalf of the plaintiff Mr. C. F. Mason mentioned that Mr. Crow consented to judgment being given against defendant. This was accordingly done, with costs.

AN ABSCONDING SHROFF.

BIG ROBBERY FROM A BRITISH FIRM.

Messrs. Bradley & Co. have notified the police that one of their shroffs, named Lau Kwok Lum, about 25 years of age, has absconded and taken with him from the office safe a sum of about \$22,300. The missing man had charge of the key of the safe, and as he failed to appear at the office on Tuesday morning, and no explanation was forthcoming, and as, moreover, nothing could be ascertained regarding his whereabouts, suspicions were aroused, more especially as the comrade's duplicate key which he kept at his family house could not be found either. The safe was forcibly opened, and it was then discovered that banknotes were missing to the extent mentioned. We understand that the shroff was fully guaranteed to the firm.

THE TIGER.

Some of the men of the D.C.L.I. engaged in the manoeuvres saw the tiger in the neighbourhood of Pokfulam on Tuesday night. The beast walked leisurely away from them, and as the men had nothing but blank ammunition Stripes escaped scathless.

WEDDING AT THE CATHEDRAL.

The marriage was solemnised at St. John's Cathedral yesterday of Mr. James Kerfoot, who has charge of Messrs. Jardine, Matheson & Co.'s Cotton Mills at Shanghai, and Miss Elizabeth Gaskell, youngest daughter of Mr. Isaac Gaskell, of Eccles, England. The officiating clergyman was the Rev. V. H. Copley Moyle (Chaplain). The bride was given away by the Hon. Mr. David Landale, and Mrs. Baldy, sister to the bridegroom, was bridesmaid. Mr. Charles Bewick was best man.

After the ceremony a reception was held at the residence of the Hon. Mr. David Landale, at East Point, among the guests being Mr. and Mrs. L. N. Leefe, Mr. and Mrs. Rodger, Mr. and Mrs. Baldy, Mr. and Mrs. Harrop, Mr. and Mrs. Sutherland, Mr. and Mrs. W. L. Warren, and Messrs. F. C. Hall, W. S. Dupre, B. D. F. Beith, and Woolhead.

A silver rose-bowl was presented by the Hon. Mr. D. Landale to the bride, from the staff of Messrs. Jardine, Matheson & Company, and Mr. Bewick handed the bridegroom a silver salver on behalf of the staff of the Hongkong Cotton Mills. The honeymoon is being spent in Canton, and Mr. and Mrs. Kerfoot will proceed later to Shanghai.

CORRESPONDENCE.

PRIVET.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 24th March, 1914.

DEAR SIR,—With reference to E.A.B.'s letter to your paper of this morning, I note that many people are again suffering from the effects of flowering privet. Some time ago I ventured to draw the attention of the "powers that be" to the disagreeable catarrh and irritating coughs which in many cases resulted from the "pollen" of the privet shrub. The Medical Association, however, concluded that it was only in very exceptional cases anyone was affected, and if each season I was laid up on account of privet it was, in that particular direction! This may, or may not be, but the fact remains that each year one hears on all sides, especially at the Peak, where it flowers abundantly, complaints of the overpowering "pollen" (sic) and its disagreeable effects. It would seem therefore that the ever-increasing privet is quickly approaching the form of a "nuisance." Might I suggest that the Government tackle the question seriously before the yearly trimming of the obnoxious shrub becomes a tedious and expensive business, as it is today?—I am, Dear sir, Yours faithfully,

R. SUTHERLAND.

OVER-CROWDED HONGKONG.

AND DISCONTENTED SUNSHINE-SEEKERS.

Just at the moment, though Hongkong is as beautiful as it can be, its green and tinted sides brought into wonderful relief by the full-hearted sun, and the many white chateaux gleaming in a shimmering haze—a sort of sunshine-genie suspended by silken threads—it lacks one most important feature, and is causing things to be said about it which hurt those who are just beginning to feel the ecstasy of this island of sunshine.

Someone is needed who possesses an enterprising mind, someone who would be brave enough to take certain risks. All the hotels are full, the butterflies who are fluttering in search of sunshine, and away from the lands made cold and grey by the impertinent long stay of a winter, all seem to be settling upon our island. At least they want to stay and bathe themselves in this lovely languorous sun-laden air, and, paradoxical though it may sound, these sunshine hunters all want a roof to cover them; but they have arrived late and all the hotels are full, and there is much wailing. Now for the necessity of real enterprise. In the same way that the slayer of our tiger would become locally immortal, anyone who can invent some accommodation and prevent wounded feelings and flying away unhappily will be acclaimed a hero. Personally I have no idea of becoming a caterer for travellers, but if some semi-al fresco hotels—they could be made of canvas because of their natural temporary existence—were strung up on the open spaces at the summit of the Peak they would be filled immediately. That is just what is needed at present—of course nothing need be said about our tiger, who seems to be quite a friendly sort of fellow spending a few weeks in our midst merely as a holiday—and the overflow accommodation thus provided would be much more pleasant than a thick-walled hotel which obscures the sun and yet is more or less an oven. A camp on the Peak would be ideal, and Hongkong might then become an island of originality, and incidentally enrich itself. A simple-life hotel could not fail to ensnare those who hurry away because no one will have them. They are received coldly by an island which seemed to hold such a warm welcome, and island drowsily smiling and blinking at them from a fairy resting-place, and these self-same butterflies drift away and look at our retreat with scorn; the smile was one of sardonic contentment, and the blinking merely deceitful winking.

Only yesterday morning I discovered that this over-flow continues. Quite a host of people who had rushed away from atmospheres full of shivers and blue-noses had come like moths to the blaze of Eastern sun; prepared to stay and steep themselves with its intoxicating warmth, and they seemed to open out and blossom forth into gaiety as they set foot on the hot prays and shaded their eyes from the sun they had travelled far to seek. But every hotel was full before they arrived, and despite the hotel managers' ingenuity in screening off hotel corners and calling them rooms, all cannot be found room for. They return with aching hearts to their ships, and look long and wistfully at this unkind island which promised them so much delight and had deceived them. Of course, our American friends expressed their opinions in voices which carried far; but if their schemes were developed Hongkong would become a mere heap of long skeleton-like buildings which would do their best to obscure the blue of the sky and be at continual enmity with the sun. Whatever happens, the beauty of the island must not be impaired, neither must the sunshine-seekers be hurried away full of discontent. The camp and its simple life is the only remedy I can think of. Who will be brave enough, and who will take the risk?

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Thoresen & Co.	\$25
Wendt & Co.	20
Cruz, Bate & Co.	10
Hughes & Hough	10
W. C. Jack & Co.	10
Kelly & Walsh	10
Lamke & Borge	10
N. Mody & Co.	10
Mon Fung & Co.	10
Monrie & Co. Ltd.	10
Noronha & Co.	10
Percy Smith, Seth & Fleming	10
Bander, Wieler & Co.	10
Vieira & Co.	10
Warren & Co.	10
Weissmann, Ltd.	10

MORE SEDITION IN CANTON.

STRINGENT PRECAUTIONARY MEASURES.

Our Canton correspondent writes:—A sudden change has taken place in the general aspect of the situation here from what may be said to be absolute tranquillity—save in so far as the vigorous struggles for and against the revocation of the order prohibiting gambling are concerned—to a certain amount of disquietude. From public gossip and from the precautionary measures taken by the authorities it seems that another revolt is being planned by the followers of the late rebel party, which might take place at any moment. Every passenger travelling on the Canton-Fatshan Railway is searched, a strong force of soldiers being stationed at each terminal station; likewise no one is allowed to pass through any of the City gates until after the guards have satisfied themselves that nothing of a suspicious nature is carried on his person, whilst after a o'clock in the evening it is only with much difficulty that one can cross any of the streets in the vicinity of the Tuh's yamen.

A request, it may also be mentioned, was made by the Government to the Canton-Kowloon Railway that the night service recently commenced be stopped, it being deemed too good an opportunity for undesirable to get through from Hongkong. This, however, has been refused, and the authorities are said to have given instructions that an extra number of soldiers be put on duty at the station during the hours in question, and also that the block houses at Wong-Sha and Tai-Sha-Tou must be immediately completed in order that soldiers may be permanently stationed in them. Added to all these precautionary actions is the fact that a conference of all the senior officers was held at the Tuh's yamen yesterday, the proceedings at which (according to the Press) were of an important and confidential description, and not permitted to be published. All these reports are far from being pleasant, but it is gratifying to see that the authorities have the situation well in hand.

REWARDS FOR THE ARREST OF REBEL LEADERS.

A proclamation to the following effect has been issued by the Tuh:—

"The officers of the Kwangtung province have always understood their rightful duty. When the Rebel Chan declared the independence of the province, they deserted the rebellious and remained faithful to the loyal party, in order to serve the country, which is highly praiseworthy. It is now several months since I, the Tuh, crushed the revolt, and order has gradually been restored, and thus the people have been enabled to remain peacefully in their avocations. This is largely traceable to the efforts of the officers and the soldiery. However, of late, it has been found that the rebels have not lost their wild instincts and, without caring for the danger of the country and the devastation of the province, they have the courage to muster together illegal factions and spread rumours intended to disturb public peace whereby they could satisfy their inordinate wishes. The soldiery are responsible for the safety of the province and should do all they can to rid the province of these insurgents. The various Tranquillization Bureaux, commanders of all the regiments, etc., are hereby notified that the following rewards have been issued and it is my earnest wish that each of you endeavour to get them:—

\$80,000 for the arrest of Chan Kwing-ming	Ting Hang
\$20,000 "	Chu Chang-sun
\$20,000 "	Yu Yu-ping
\$10,000 "	Liu Chung-hoi
\$10,000 "	Tse Ying-nak
\$8,000 "	

ROYAL HONGKONG YACHT CLUB.

COMMONWEALTH CUPS 1914.

The Race for the above Cups will be sailed on Saturday 28th March, starting from the Club House at 2 p.m. sharp; first gun at 1.55 p.m. The course will be No. 14.—Rock about 1 mile S.W. of Kaitchau (port), 14.5 miles. Time Limit 5.30 p.m. There will be two Prizes—one for the first boat in each class (Handicap and One Design) in corrected finishing order.

HANDICAP.	
Dione	Scratch
La Linda	Receives 14 min.
Lily	" 3 "
Violet	" 5 "
Kathleen	" 9 "
Galleen	" 9 "
Dorothea	" 10 "
Ayasha	" 10 "
Nalagon	" 20 "
Aila	" 20 "
Bonito	" 20 "
Allanah	" 20 "
Daphne	" 20 "
Joyce	" 20 "

THE ARMY AND ULSTER.

UNPLEASANT REFERENCES TO THE KING
IN PARLIAMENT AND PRESS.LABOUR LEADERS TALK OF MILITARY ORGANISATION
FOR LABOUR FORCES.

[THROUGH REUTER'S AGENCY.]

A FRESH DEBATE IN THE
COMMONS.

LONDON, March 25th.

In the House of Commons, the Army Estimates occasioned a fresh debate on the resignations, and there were some heated speeches.

Mr. L. S. Amery (Unionist) moved the reduction of the Vote in order to emphasise the view that the Government were not entitled to use the Army for party purposes. He declared that General Gough refused to accept Colonel Seely's verbal assurance, and got a written assurance that neither he nor his troops would be used to coerce Ulster.

Mr. Ward (Labour) seconded the motion, from a different point of view.

Liberal speakers maintained that representative government would be endangered, and the Parliament Act rendered useless, if they finally had to submit all the Bills to a Committee of Officers.

Colonel Seely deferred his statement until to-day, and the motion for reduction was negatived.

GOVERNMENT THREATENED WITH
WIDESPREAD REVOLT.

The Liberals are very angry at the Government's supposed yielding to the officers, and are dissatisfied with the Government's promise of a full statement to-day, as they expected an immediate explanation as to the assurances given to General Gough and his comrades.

The opinion in the Lobby, where the excitement was greater on Tuesday evening than even in the most acute stages of the Parliament Act crisis, is that the Government is threatened with widespread revolt.

THE LABOUR MEMBERS AND THE
ARMY.

The feelings of the Liberals were evidenced by the tumultuous cheering of a remark by Mr. John Ward (a Labour Member) that the question at issue was whether the people are to make laws absolutely without interference either from the King or the Army. Addressing the Opposition he exclaimed: "If you want to force my class to fight you tomorrow, we Trade Unionists must now consider the establishing of a military organisation."

Mr. Beck (Liberal) said many Liberals would rather resign and take the issue to the country immediately than let the House of Commons be dictated to by the officers of the Army.

Mr. Thomas (Labour) pointed out that if the new Unionist doctrine with reference to the Army were to stand it would be the duty of the Railwaysmen's Union to use half a million of their funds for the purchase of arms and ammunition.

THE PART THE KING PLAYED.

The Liberal papers give prominence to the speeches of Messrs. Ward and Thomas and describe them as marking a turning-point in the social history of the country. They also declare the cheering of Mr. Ward's reference to the King to have been unprecedented in the House. There were shouts of "Buckingham Palace" when Mr. Beck referred to officers calling at the War Office.

The *Daily News* demands to know the part played by the King during these last few days; also what Lord Roberts and the Archbishop of Canterbury had been doing.

The *Daily Citizen* (the Labour organ) openly accuses the King of interfering for months past, and says the Court has been a Conservative committee presided over by Lady Londonderry.

IN THE UPPER CHAMBER.

In the House of Lords, Unionist Peers demanded full information concerning General Paget's instructions and the conditions upon which the officers returned to their posts.

Lord Morley promised that papers would be laid on the table and a full statement made to-day.

AN ALLEGED "PLOT."

The Conservative papers are full of details of a "plot" on the part of Mr. Winston Churchill and Colonel Seely to coerce Ulster. They allege that the First Lord and the Secretary of State for War ordered a secret and rapid movement of troops in combination with warships with a view to surprising and disarming the Volunteers, profiting by the outbreaks following to arrest the leaders and crush the Volunteers. They assert that the coup was modelled after General Sir Louis Botha's method in South Africa.

GENERAL MACREADY "PAYS HIS
RESPECTS" TO SIR EDWARD
CARSON.

Major-General Sir C. F. N. Macready, whom the War Office sent to Belfast to confer with Count Gleichen, commanding troops there, called on Sir Edward Carson at Craigavon yesterday in uniform, intimating that he wished to pay his respects to the Unionist leader.

General Richardson, who is in command of the Ulsterites, was present.

GENERAL GOUGH CHEERED.

General Gough had an enthusiastic reception upon his return to the Curragh, the troops escorting him to his quarters, where three cheers were given.

In thanking the men for their welcome, General Gough announced that the troops would not be asked to go to Ulster (cheers)—and that if they were they would not be asked to carry arms.

A telegram received from the Curragh says that General Gough and the other officers received definite assurances that the Army will not be used against Ulster. It was in consequence of these assurances that the resignations were withdrawn.

VARIED PRESS VIEWS.

While the *Daily Chronicle* avers that General Gough rejoined unconditionally, the *Daily News* says that it is most important that the nation should know the conditions on which General Gough returned.

The *Times* says that General Gough received a written assurance from the Government that the troops would not be used to coerce Ulster.

The *Daily Mail* says that General Gough telegraphed to the 16th Lancers that all the officers who had resigned would be reinstated without loss of prestige.

The *Morning Post* states that high officers at the War Office and throughout the Army threatened to resign if General Gough and his comrades were penalised, and adds that Staff resignations are still probable.

All the Conservative papers declare that General Sir Arthur Paget was made a scapegoat, an hint at the possibility of his resignation.

The *Westminster Gazette* condemns the asking of officers what they would do in conceivable circumstances, as it puts both the officers and the Government in a radically false position. Such a question could not be asked unless the officers were entitled to answer as free agents. The only course for the Government was for them to issue orders, and then, if they were disobeyed, to take instant disciplinary measures. The journal appeals for conciliation on broad lines in order to settle the whole matter of Constitutional reconstruction.

FACTION ROW IN BELFAST.

There was a faction row in Belfast on Tuesday night. Stones were thrown and revolvers were fired, but the police promptly quelled the disturbance. A number were injured—mostly women—and four arrests were made.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RUMOURED RESIGNATION OF
COL. SEELY.

It is rumoured that Colonel Seely, Secretary of State for War, has tendered his resignation, but it is not known whether it has been accepted.

TERRITORIALS' INTENTION.

Lord Escher, in a letter to the *Times*, states that if there is a movement of troops from Aldershot to Ireland, they would be faced with the resignation of 50 per cent. of the officers and men of the London territorial regiments.

OTHER INCIDENTS.

The callers upon the Premier yesterday included the Archbishop of Canterbury, Mr. Ramsay MacDonald, Mr. Winston Churchill, Sir Edward Grey, and other Cabinet Ministers.

The Right Hon. Walter Long and Lord Milner are among the speakers at a demonstration to be held in Hyde Park on the 4th April to protest against the coercion of Ulster.

TRADE UNIONISTS AND
"OPPRESSION."

A miners' agent, addressing colliers in Cumberland on Tuesday, said the time was ripe for the formation of a Trade Union Defence League, ready to take up arms and fight to resist oppression from any source.

PEACEFUL INDICATIONS.

Their Majesties the King and Queen have gone to Cheshire to visit the industrial centres, and to open a Museum, Town Hall, etc.

In view of the improvement on the political horizon, Consols spurted up to 76½, and are now at 75½. Home Stocks similarly jumped up on a bear scramble.

THE LORDS' MARCONI ENQUIRY.

LORD MURRAY'S EVIDENCE.

LONDON, March 25th.

Lord Murray, the former Chief Liberal Whip, giving evidence before the Enquiry Committee of the House of Lords concerning his part in the Marconi share transactions, said that he had the sole control of the investment of the Party funds, and took the advice of the stockbroker Fenner, whom he entirely trusted. Lord Murray declared that when he made the investment in Home Rails he had no inside information which was not open to the public, and it never crossed his mind that while the coal strike was on there was any impropriety in investing in Home Rails. He had received no information from his colleagues regarding what the Government were doing in connection with the strike. Turning to the investment in American Marconi shares, Lord Murray emphasised that Sir Rufus Isaacs (now Lord Reading, the Lord Chief Justice) made it clear that there was an absolute distinction between the English and the American Companies, that it was a good investment, and that it did not affect their position as Ministers. Lord Murray then detailed subsequent purchases of American Marconi shares on behalf of the Party, and pointed out that he did nothing to secure any preference in allotment.

There was absolutely no truth in the statement that he endeavoured to prevent the contract coming on for discussion, but he admitted that he did not volunteer to give evidence before the House of Commons Committee, because he hoped it might not be necessary to make public the transactions for the Party funds. He concluded by saying that throughout the whole of the transactions he was never conscious of doing anything that an honourable man could not do and ought not to have done.

Belgian Six Million Loan.

LONDON, March 25th.

Baring's house has issued £5,000,000 balance of the Belgian three per cent. £6,000,000 loan, at the price of 80.

FATAL COLLISION IN GERMANY.

BERLIN, March 25th.

A tug at Koepenick collided with and sank a ferryboat which was carrying twenty-two workmen and work-women, of whom only six were saved.

["DAILY PRESS" EXCLUSIVE SERVICE.]

RESIGNATION OF THE JAPANESE
CABINET.

TOKYO, March 25th.

The Cabinet has resigned in consequence of the defeat they have suffered on the Naval Estimates.

Count Okuma is named as likely to form the new Cabinet, supported by the Opposition and the Peers.

JAPANESE ADMIRAL RELIEVED.

TOKYO, March 25th.

Admiral Matsumoto, of the Kure Naval Station, has been relieved.

[THROUGH REUTER'S AGENCY.]

HOME RACING.

THE LINCOLNSHIRE.

LONDON, March 25th.

The probable starters and jockeys for the Lincolnshire Handicap, to be run at Lincoln to-day (Wednesday) over a distance of one mile, are as follow:—

Maiden Erlogh	Walter Griggs
Spanish Prince	Saxby
Cigar	Clark
Etan Boy	Randall
Jarne II	Trigg
Bonbon Rose	P. Bullock
Berrillon	Jellies
Romeo	E. Wheatley
Tuxedo	Donoghue
Bluestone	Huxley
Aghdoo	Whalley
Mediator	Prout
Brancepath	E. Huxley
Outbert	Buckley
Ultimus	Herbert
Short Grass	Mc. Kenna
Prevoyant	Gardner
Pintadeno	Allden
Knuckna Corrigan	Leeson
Puro	P. Jones
Burge	Markham

The betting is as follow:—7-1 Brancepath; 100-12 Tuxedo; 10-1 Cigar; 100-9 Aghdoo; 100-7 Bonbon Rose; 18-1 Knuckna Corrigan; 20-1 Prevoyant.

GRAND NATIONAL.

The betting is as follows:—10-1 Covercoat and Luttrear III; 100-8 Jacobus; 18-1 Rory O'Moore; 22-1 Conveyen II.

THE DERBY.

The betting is 9-2 Tetrarch.

["DER OBTAINABLE LLOYD" SERVICE.]

CHINA SERVICE.

THE FUGITIVE REBELS.

PEKING, March 25th.

Sun Pao Chi, the Premier, is discussing with the Foreign Minister the conditions for the extradition of the rebels from foreign settlements.

THE CHINESE PRESS AND BARON
SHIBUSAWA.

PEKING, March 25th.

The Chinese Press greets with mixed feelings the impending coming to Peking of Baron Shibusawa, who formerly founded, in common with Dr. Sun Yat-sen, the Chinese Japanese Society of Industry. The Press warns Baron Shibusawa not to hunt for concessions.

EUROPEAN SERVICE.

THE KAISER AT VENICE.

BERLIN, March 24th.

H.M. the Kaiser has arrived at Venice, preparatory to his embarking for Corfu. The King and Queen of Greece go to Corfu to greet the Kaiser.

THE ULSTER SITUATION.

LONDON, March 24th.

The crisis is alleviated at present, as the Cabinet has given way to the ferment in the Army and recalled the measures already provided against Ulster. All the officers who had tendered their resignations have been reinstated. This means a very important defeat of the Government, and the Conservatives are jubilant. Profound calm reigns at Belfast.

HONGKONG VOLUNTEER CORPS.

The annual inspection of the Hongkong Volunteer Corps by the General Officer commanding the troops takes place on Saturday April 4th. The volunteers will parade at Volunteer Headquarters at 4 p.m.

The Lagard Cup Competition was won by Capt. W. M. Scott with a score of 5 hits, Capt. G. G. Wood being second with 4.

The Blake Shield and Corps Championship will be fired on Sunday, April 5th, at King's Park Range, commencing at 8 a.m. Entries will be received up to noon on Saturday, April 4th.

SHIPPING NOTES.

The str. *Hokkai Maru*, 4,417 tons, formerly the *Fennachar*, purchased by the Taisho Marine Transportation Company, Limited, Dairen, has been registered at the Marine Office, Dairen.

The *Ogalla Rickmers* was on the 14th inst. to take the first sailing from Liverpool of the new Rickmers Line to the Straits Settlements, China, and Japan. She will also take cargo for Vladivostok.

The first steamer from Shanghai to enter Newchwang for the present year was the China Navigation Co.'s str. *Chang Chow*, which arrived there on the 8th inst. She was followed on the same afternoon by the str. *Kunming*, of the China Merchants Steam Navigation Company, from Shanghai. Both discharged cotton yarn, cotton cloths, etc.

The total revenue of the Austrian Lloyd last year amounted to 43,524,006 kr., showing an increase of 3,780,138 kr. over 1912. The total distance travelled by the Company's steamers showed an increase of 17,100 miles. There is said to have been a specially favourable development of the East Asiatic trade.

Japanese steamship owners have combined in making a representation to the Government on the subject of the imposition of tonnage dues on vessels registered at Dairen. It appears that the Government propose to make the tax 30 sen per ton gross. One shipowners' union has asked for it to be reduced to 15 sen per net ton, while another group has suggested that if a tax must be imposed at all it should be 30 sen per net ton instead of gross ton.

On the 14th inst. the *Yasaka Maru*, 12,000 tons, was successfully launched at the Kawasaki Dockyard, Kobe, where she has been built to the order of the Nippon Yusen Kaisha.

Punctually at 8.30 the ceremony began, rain continuing all the time. A brass band played a few minutes, and then Mr. Matsukata, President of the yard, named the steamer *Yasaka Maru*, after the Yasaka Shrine in Kyoto, simultaneously cutting a cord which smashed a bottle of champagne against the bows of the ship, the usual red and white paper ball over the bows opened, and released a cloud of confetti, and the vessel glided down to the water.

The *Yasaka Maru* has a gross tonnage of 12,000; she is 445 feet in length with a beam of 59 feet, and her contract speed is 16 knots. She will be completed by the end of October next. The new ship will be driven by triple-expansion engines, with twin screws. The *Yasaka Maru*, which is stated to have been constructed entirely with Japanese materials, is the largest of the mercantile craft hitherto built by the Kawasaki yard. The new liner is to be put on the European run of the N.Y.K.

On 25th ult., a steamship of uncommon interest was launched at Sunderland. She is to be employed in the transportation of oil, and her power will be derived from that which she carries. At the launching ceremony the vessel was christened the *Teutonian* by Mrs. Richard Airey, the wife of the general manager of the British Petroleum Company. The *Teutonian*, which is 350ft. in length, with a breadth of over 50ft., is divided into 14 compartments, and is provided with two cofferdams, to enable three grades of oil to be carried. This boat will be used to convey "Shell" motor spirit to the United Kingdom from the East. The tanks are of the regulation size, and comply in every respect with the Suez Canal requirements. The engines and boilers have been built by Messrs. Dickinson, the former being of the latest triple-expansion type, and a speed of 11 knots an hour can be maintained when the vessel is fully loaded. The boilers are fitted for burning oil fuel. All the latest auxiliary machinery has been installed, and the cargo weight is 6,750 tons, which can be discharged at the rate of 500 tons per hour. In the accommodation for both officers and men the newest ideas have been incorporated.

HONGKONG RIFLE CHAMPIONSHIP.

At a meeting of representatives of the majority of the Hongkong rifle teams it was decided to arrange a competition at an early date for the Hongkong rifle championship, and that the competition should be held under Bisley Rules, 1913.

King's First Stage. Other details, such as prizes for highest aggregate for open sights, and range aggregates were considered and agreed to. A further meeting will be held on Friday to decide the date on which the competition shall be held, and also the range. Further particulars can be obtained from Mr. F. H. Williams, Chief Constructor's Department, H. M. Dockyard.

INTIMATIONS.

COVERED ALL OVER
WITH RED BLOTCHES

In Awful Condition. Life Was Miserable. Could Not Sleep for Scratching. Quite a Mass of Sores. Used Cuticura Soap and Ointment. Free from Pimples.

42, Bolham Rd., Smithwick, Birmingham, Eng.—"Before I started to use Cuticura Soap and Ointment I was in an awful condition. My life was a misery. My complexion was a mass of little itchy pimples and I could not resist from scratching, and every time I scratched them there was something like water came from them. I could not sleep at night for scratching. Before, I was that miserable I could not bear to be touched. I used Cuticura Soap and Ointment. I found relief in the first dressing. In less than four dressings of Cuticura Soap and Ointment I was quite free from the pimples." (Signed) A. E. Cooke, Aug. 27, 1912.

Cuticura Soap and Ointment have afforded the speediest and most economical treatment for skin and scalp humours of young and old for more than a generation. Sold everywhere. Sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Chancery Lane, London; R. Towns & Co., Sydney; N. S. W.; Lennox, Ltd., Cape Town; Muller, Macleod & Co., Calcutta and Bombay; Potter, D. & Co., Corp., Ceylon. A 48 Tender-faced men should always use Cuticura Soap Shaving Stick. Sample free.

[3614]

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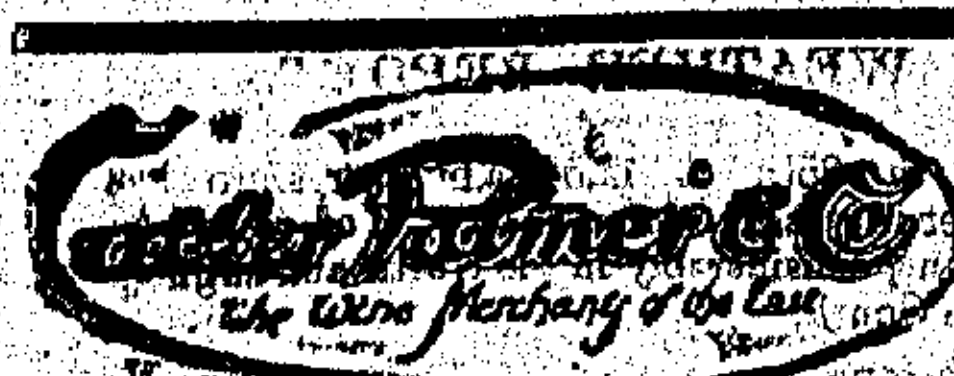
ARE TWO OF THE BEST KNOWN

BRANDS OF "No. 1" WHISKY

CONSUMED IN THE EAST.

SEND FOR FREE SAMPLE

31



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

AUCTIONS

BY ORDER OF THE EXECUTOR

of the
Will of the late Mr. A. A. D. Sassoon.

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have
received instructions to sell by
PUBLIC AUCTION

TODAY (THURSDAY),
the 26th day of March, 1914, at 12 o'clock Noon,

at their Auction Rooms,
THE VERY VALUABLE LEASEHOLD

PROPERTIES
(known as)

SOWKEWAN LOTS Nos. 105, 107, 108,
118 and 137,

IN FOUR LOTS.

The Properties comprise desirable building
sites situated on and near the Main Road,
Sowkewan, and ripe for immediate development.

A Plan showing the positions and dimensions
of the respective Lots may be seen at and
Particulars and Conditions of Sale may be
obtained from the Vendor's Solicitors,
MESSES. DEACON, LOOKER, DEACON &

HARSTON,
1, Des Vaux Road Central,
and also

MESSES. DAVID SASSOON & Co., Ltd.,
2a, Des Vaux Road Central,
and also

MESSES. HUGHES & HOUGH,
The Auctioneers.

Hongkong, 9th March, 1914. [388]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on **MONDAY, the 30th day of**
March, 1914, at 3 P.M., at the Office of the
PUBLIC WORKS DEPARTMENT, by Order of
HIS EXCELLENCY THE GOVERNOR, of One Lot
of CROWN LAND at Ngau Shi Wan in the
New Territories of Hongkong, for a term of
75 years, commencing from 1st day of July, 1898,
with the option of renewal at a CROWN RENT
to be fixed by the Surveyor of His Majesty
the King for one further term of 24 years
less 3 days.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Boundary Measurements (Approximate)	Contents in Acres	Annual Rent	Upset Price
1	As per plan	22.0283 (about)	92	1,588
2	As per plan	11.650 (about)	100	3,440



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on **MONDAY, the 30th day of**
March, 1914, at 3 P.M., at the Office of the
PUBLIC WORKS DEPARTMENT, by Order of
HIS EXCELLENCY THE GOVERNOR, of One Lot
of CROWN LAND at Bowen Road, in the
Colony of Hongkong, for a term of
75 years, commencing from the 20th day of
November, 1890, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor of
His Majesty the King, for one further
term of 24 years.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Boundary Measurements (Approximate)	Contents in Acres	Annual Rent	Upset Price
1	As per plan	11.650 (about)	100	3,440

BRITISH TRADE IN CHINA. PRIVILEGES OF FOREIGN HOUSES.

The following letter appeared in *The Times* last month:—

"Sir,—In China to-day, if any British
syndicate or firm require to enter into
business with any of the provincial
Governments, for providing machinery
or foreign-made manufactures of any
kind, it becomes necessary for them to
send the money to the provinces in the
first place, as otherwise the financial state
of the country will not admit of business
being done."

Russian, Japanese, German, Belgian,
and French firms have for the past 18
months enjoyed privileges, in this direc-
tion denied to British houses, inasmuch
as the Legation at Peking has refused to
give its sanction and help to such British
houses—outside the Five Power Group
—as offered for the business.

The British Legation has stated that it
would not help its nationals to obtain
provincial loans or contracts in which the
financing partook of the nature of loans,
because it considered that such business
was detrimental to the financial well-
being of China, and that the policy of
his Majesty's Government was to save
off the day of China's insolvency as long
as possible.

Hence we have to-day a state of affairs
unheard of in the commercial policy of
any country, where Japanese and German
houses are borrowing money from France
and Great Britain, in order to take
provincial business here in China that we
as a nation are not allowed to take. In
Kuanghsin, Ssu-Chuan, Kueichow, Yun-
nan, and Kwangtung, Japanese syndicates
are offering provincial Government
loans, in the shape of money or machinery,
—or both—with money that they have
borrowed from London banks at a com-
paratively low rate of interest, the rates
and terms which are offered China being,
in many cases, extravagant, and in all
cases a very considerable advance on the
original rate given by the London banks.

If Great Britain really has any regard
for the solvency of China, it would seem
to many of us here on the spot that she
could better protect China's financial
integrity by allowing her own nationals
to directly loan the necessary money that
is required for industrial purposes than
to make it necessary for China to obtain
this money second or third hand, at
ruinous rates and terms.

Money that China requires comes, as
a rule, from either France or Great
Britain; hence, if the Anglo-French
agreement that exists in Northern Europe
could be extended to cover China as well,
then the strength of the combined London
and Paris banks and money markets
might—with the whole-hearted co-operation
of the vested interests in the two
countries—render it impossible for other
Powers to compete unfairly with either
of the two countries in the extreme
Orient.

If such a convention or agreement were
made to cover China, steps could be taken
at once that would ensure China's com-
mercial rectitude, while her sovereign
rights would in no way be infringed; the
financial integrity of China could be
assured, her resources and industries
built up in a sound and able manner;
the unfair competition, bribery, and
corrupt practices that now characterize
her internal finance could be gradually
eradicated, whilst the convention would
not interfere with sound and legitimate
commerce.

It might be necessary for each side to
make some sacrifices, but the result would
be that in the future Great Britain and
France would be able to protect not only
their own nationals, but the Chinese, and
in future, when China required money
for industrial or political purposes, the
money would be French or British, in
name as well as in fact.

Of all the countries of the world,
France competes less than any other with
our manufacturers in the import and
export trade of China; hence, as France
no less than ourselves has considerable
financial and colonial experience in Asia,
coupled with a similarity of interests in
Europe, any arrangement for combining
the political and financial policy of the
two countries could be accomplished with
greater ease than would be the case with
any other country.

The French Government has already
taken steps to render it exceedingly
difficult for foreign groups and merchants
to borrow money from the French banks
for purposes, in the opinion of the
Government, subversive to French
interests; whilst our policy is apparently
only directed against our houses using
their money direct, whilst allowing others
to obtain our money, and use their own
political pressure in forcing it on China
at extravagant rates.

It is difficult to understand any
methods more sure than the one indulged
in at present by the Foreign Office policy
to bankrupt China, when every syndicate
no financial group of every nationality
except British is holding out baits of the
most alluring description to every im-
pudent tutee and civil administrator
in the country, and in allowing our
money to be used for the often disrup-
tive purposes it is used for—even though
it be in the names of others—does not
strike the layman as being strictly in
accord with the best traditions of British
foreign policy.

The excuse proffered from time to time
by the powers that be, that trading is an
individual matter, and not a State one,
no longer holds, as Great Britain by her
declared policy of only allowing the
official British syndicate of the Five
Power Group to negotiate loans in
China, whilst doing her utmost to prevent
other groups of her nationals from
indulging in the same business, has
robbed our trade of the individuality it
once possessed, in order to further her
own policy; and if Great Britain is not
prepared to give her nationals the same
help and assistance that the other Powers
give their people, it would be better for
the Foreign Office to state their policy
without ambiguity.

It is thoroughly understood by the
Legations and Consulates here that unless
manufacturers can finance the various
industrial schemes presented, it is impos-
sible for China to develop. Germany,
Japan, Belgium, and France are quite
aware of the conditions obtaining, and in
offering machinery, etc., to the provinces
they do so on terms that bring the
business within the term "loan" as such
is understood by the British Legation—
which makes it impossible for British
houses to compete on equal terms.

WM. POWELL, LTD.

TELEPHONE 346.

CHINA AND GLASS DEPT.

"SILICON" CHINA
DARK BLUE AND GOLD BORDER.
COMPLETE RANGE OF EVERYTHING FOR THE
DINNER, TEA AND BREAKFAST
TABLE.

ODD PIECES SOLD.

PLAIN WHITE DINNERWARE

AND

WHITE AND GOLD CHINA TEAWARE

IN ANY QUANTITY TO SUIT THE PURCHASER.

[627]

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

**FAMOUS
DRAGON
BRAND
CEMENT**



**HIGH
QUALITY
BUILDING
CEMENT**

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

[1049-1]

Before we can regain our lost headway,
it is essential that British manufacturers
shall compel the Foreign Office to give
them at least equal rights in China, as
other nationals are allowed, with full
freedom of action, or if this is not com-
patible to the policy embarked upon, to
arrange our financial machinery
thoroughly, to co-ordinate our banking to
our political and commercial policy, to
put our merchants and financiers and
finance on a parity with our political
allies, and to use the power our money
gives us to protect first of all our own
people, and, secondly, the Chinese, if
they wish our protection.

Thanking you, Sir,
I am yours faithfully,
ARTHUR J. MOORE BENNETT, C.E.
Yunnanfu, S.W. China, January 25th.

GERMANY OF TO-DAY.

PRINCE VON BULOW'S BOOK.

Prince von Bulow's book on "Imperial
Germany" is published by Messrs.
Cassell & Co. Among the most interest-
ing passages in the ex-Chancellor's
volume are the following:—

GERMAN COLONIAL ENTERPRISE.

The South-west African rising marked
a crisis in our Colonial policy, but also
a change for the better. By reorganising
the Colonial Administration, by trans-
forming the Colonial Department of the
Foreign Ministry into an independent
Imperial Ministry and above all by
arousing a lively comprehension of our
tasks and aims in the colonies, succeeded
at last, during the tenure of office of the
Secretary of State Herr Dernburg, in
getting our Colonial policy off the dead
centre.

ANGLO-GERMAN RELATIONS.

A conflict between Germany and
England would be a great misfortune for
both countries, for Europe, and for
mankind in general.

Ever since the day when I undertook
the affairs of the Foreign Office, I have
been convinced that such conflict would
never come to pass (1) if we built a fleet
which could not be attacked without very
grave risk to the attacking party; (2) if
we did not, beyond that, indulge in undue
and unlimited shipbuilding and arma-
ments, and did not overheat our marine
boiler; (3) if we allowed no Power to
injure our reputation or our dignity; (4)
if we allowed nothing to make an irre-
concilable breach between us and
England. That is why I always repelled
any impudent attack which was likely
to hurt our feelings as a nation, from
whatever quarter it came, but resisted all
temptations to interfere in the Boer
War, as it would have dealt English
self-esteem a wound that would not heal;
and (5) if we kept calm and cool and
neither injured England nor ran after
her.

The fact that the danger of an armed
conflict between England and Germany
seemed very imminent in the summer of
1911 by no means indicates that the
struggle is only postponed, and not
terminated.

If, on the one hand, there are opposing
interests in Germany and England, on
the other, they have very vital interests
in common. And, in truth, the danger to
English supremacy at sea . . . and
sea-power belongs only to the sphere of
possibilities—or rather of imagination—
and not to the realm of tangible realities.
All Germany to-day is imbued with the
idea of necessity of having a navy. From

the most pronounced agrarians among
the Conservatives to the extreme wing of
the democracy, there is no radical opposi-
tion to German naval policy.

Our relations with England require
realistic, firm and steady handling.
We desire amicable and even friendly
relations with England, but we are not
afraid of hostile ones.

In the course of her great world policy
England has hardly found any Great
Power bar her way less often than the
German Empire. This fact has not
escaped the English in spite of their
anxiety about the German navy.

FRANCE.

France would attack us if she were
strong enough; England would only do
so if she thought she could not defend
her vital economic and political interests
against Germany except by force.

When we consider our relations with
France we must not forget that she is
unappeased. So far as man can tell, the
ultimate aim of French policy for many
years to come will be to create the
necessary conditions, which to-day are
still wanting, for a settlement with
Germany with good prospects of success.

If we soberly realise this truth we shall
be able to adopt a proper attitude
towards France. Indignant tirades
against the incorrigibility of the French
are in very bad taste, as are futile
attempts to propitiate them. The Ger-
man "Michel" has no need again and
again to approach the gaze of riveted
flowers in his hand; her ego is riveted
on the Vogeles. Only an acceptance of the
irrevocability of the loss of 1871 can
accustom France finally and without
restriction to the state of affairs fixed in
the Peace of Frankfurt.

HOME POLICY.

It is one of the German's greatest
political virtues that discipline is bred in
his bone. But the Social Democrats make
use of this virtue. Only in a State where
the people are used to discipline, where
they have learnt to obey unquestioningly
in the army, and where they feel the rigid
regulations of the administrative
machinery daily and hourly, could a
party organisation of such size and
solidarity as that of the Social Democrats
come into being. No nation in
the world possesses, or has ever possessed,
a like or even a similar party organisa-
tion.

Keep fit and well by taking
"MONTERRAT" Lime Juice regularly
in hot weather. It is a scientific adjunct to
summer diet. Order from your Storekeeper
and say firmly
"MONTERRAT"

[381-1]

MARTIN'S
APOLISTEEL
PILLS
A French Remedy for Biliousness, Indigestion, Headache, Stomach Ailments, etc. It is a powerful purgative, and its use is recommended by the highest medical authorities. It is sold in all the leading chemists and druggists. Price 1/6 per box. Post free 1/8.

MARTIN'S
APOLISTEEL
PILLS
A French Remedy for Biliousness, Indigestion, Headache, Stomach Ailments, etc. It is a powerful purgative, and its use is recommended by the highest medical authorities. It is sold in all the leading chemists and druggists. Price 1/6 per box. Post free 1/8.

NEW VICTOR RECORDS

AND

VICTROLAS

RECEIVED

BY THE

S.S. "MONTEAGLE."

PRICES TO SUIT ALL.

EXCLUSIVE DISTRIBUTERS:

S. MOUTRIE & CO., LTD.

[1]

HAVE YOU SEEN THE WESTMINSTER CALENDARS?

THEY ARE OBTAINABLE AT—

MESSES. KELLY & WALSH, LTD.

LANE, CRAWFORD & CO.

A. S. WATSON & CO., LTD.

THE VICTORIA DISPENSARY.

WESTMINSTER TOBACCO COMPANY'S CALENDARS

are given away to purchasers of either

200 WESTMINSTER "SPECIALS" TURKISH CIGARETTES OR
300 "AIDE-DE-CAMP" VIRGINIA CIGARETTES OR 100 WEST-
MINSTER "SPECIALS" AND 200 "AIDE-DE-CAMP" CIGARETTES.

As the supply of Calendars is small we advise you to obtain one at once.

PRICES:

WESTMINSTER "SPECIALS" TURKISH . . . \$1.25 PER 50'S TIN.

"AIDE-DE-CAMP" VIRGINIA 70 CTS. PER 50'S TIN.

Hongkong, 21st March, 1914.

[399]

PASSENGERS.

ARRIVED.

Per *Arcadia*, for Hongkong, from Lon-
don, etc., Major R. Orr, Mr. A. Panton,
Lieut.-Col. and Mrs. A. S. Koe, Mr. D.
Haskell, Mr. F. Munchegees, Mr.
Mrs. and Miss Wimbles, Mr. and Mrs.
Taylor, Mr. G. Cousins, Mr. L. Hunt,
Mr. J. Swire, Mr. H. Shinklesole,
Lady and Miss M. Egerton and maid,
Mr. F. H. Hunt, Mr. and Mrs. J. Gibbs,
Mr. D. J. Angus, Mr. F. T. Gould, Mr.
H. Livesey, Mr. Selkirk, Mr. and Mrs.
O'Regan, Mr. R. B. Angus, Dr. Charles
and Mrs. Martin, maid and servant, Mr.
P. D. Phillips, Mr. Watkins, Mr. C. A.
Kelly, Mr. E. A. Berry, Mr. P. D.
Phillips, Mr. C. D. Lyon, Mr. J. P.
Abercrombie, Mr. W. Shaffa, Mr. W. J.
Adams, Mr. C. A. Schemuck, Dr. and
Mrs. Hampel, Mr. Balfour, Dr. Breyer,
Mr. J. B. Buntington, Mr. Jonker, Mr.
and Mrs. Reid, Mr. W. H. Weyler, Lieut.
and Mrs. Bertram E. Jones, Miss Lyle
Wilkinson, Mr. and Mrs. Beckitt, Mr.
and Mrs. Haussens and Miss M. de
Lavelly.

DEPARTED.

Per *Mishima Maru*, for Japan, etc.,
Mr. Brindley, Misses Brindley (2), Mr.
Higby, Mr. Heathcote, Mr. and Mrs.
H. S. Martin, Lieut.-Col. Burden, Mr.
Wakeman, Mrs. Shrier, Miss Shrier, Mr.
Okuyama, Mr. and Mrs. Ott, Mrs. Wil-
moth and 2 children, Mr. and Mrs.
Drinkwater, Miss F. Thomeycraft, Miss
R. Thomeycraft, Miss Harrison, Mr.
Steinmetz, Mrs. Turner, Mr. Wormald,
Col. and Mrs. Ferguson, Miss Davis, Mr.
Kimura, Rev. Mori, Mr. and Mrs.
Casselman, Mrs. Kemp, Lady Hocking,
Mrs. Cairnes, Mrs. Burton, Mr. Painter,
Mrs. Painter, Mr. Bano, Miss Gleaves,
Mrs. Dunny, Miss Kubi, Miss Yamato,
Messrs. T. Noda, S. Saito, Nagamochi,
Osuni, Hayashi, Takematsu, Taniguchi,
Miyata, Inouye, K. Takahashi, Minoura,
Shinara and Noma.

Per *Katori Maru*, for London, etc., Mr.
and Mrs. S. Howard, Mr. and Mrs.
Parker Rres, Mr. and Mrs. F. J. Gill and
infant, Comdr. E. D. Cunha, Mr. J. S.
Hay, Mr. and Mrs. Herby, Mrs. A.
Frank, Mr. and Mrs. G. J. T.
Newman, Captain and Mrs. James,
Mr. and Mrs. Almada Castro, Miss and
Master Almada Castro, Mrs. J. Arnold
and 2 children, Mrs. Stenion and 3
children, Mr. A. L. Abdeen, Mr. T.
Yamawaki, Mr. V. B. Wilson, Mr. N. B.
Reid, Mr. E. J. Barker, Mr. and Mrs.
W. H. Barham, Mrs. M. G. Beck and
child, Surgeon M. Kojima, Mr. T.
Okazaki, Mrs. S. Awoki and 2 children,
Mrs. N. Yoda and child, Mr. Kikugawa,
Mr. K. Osada, Mr. and Mrs. S. A. Sleep
and child, Mr. and Mrs. J. H. Wallace,
Mr. F. G. Palmer, Mr. and Mrs. Steven-
son and child, Mr. I. Morikawa, Capt.
I. Shibuya, Mr. and Mrs. H. M. Webb

and 2 children, Mr. G. H. Lawrence, Mr.
Cohen, Mr. Peacock, Capt. and Mrs.
Stericker and child, Col. and Mrs.
Walton, Dr. K. Tsuji, Mr. G. Okajima,
Dr. T. Ioka, Dr. G. Naito, Mrs. C. H.
Reid, Miss Reid, Mr. and Mrs. K.
Nagano, Mr. and Mrs. Hoggarth and 3
children, Mr. and Mrs. McIntyre, Mr.
J. T. Smith and 2 children, Mrs. Bennett,
Messrs. Y. Ishii, R. Haraguchi, S. Ota,
R. Shigetoku, T. Shiraki, Tsurumino, K.
Nishimura, H. Kobayashi, M. Nakashoji,
P. M. Wilcox, Mr. K. Uyemura, K.
Hashida, F. R. Nixon, Mr. H. Olsen, Dr.
K. Tsuji and Dr. Seki.

SHIPPING REPORT.

The British str. *Japan* reports: Thick
fog in Formosa Channel, otherwise fine
and clear.

NOW READY.

DIRECTORY AND CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS SETTLEMENTS, MALAY
STATES, SIAM, NETHERLANDS
INDIA, BORNEO, THE PHILIP-
PINES, ETC.

FOR THE YEAR

1914.

To be Obtained at the Office of
THE HONGKONG DAILY PRESS
or
MESSES. KELLY & WALSH, LTD.
Hongkong, 18th February, 1914.

ON SALE.

RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day
of or preceding the departure of the
English Mails also Table of the
Yearly Approximate Averages
for 38 years.
FROM 1874 TO 1903.

Price 25 CASH.

On Sale at the DAILY PRESS Office and
Local Booksellers.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM EUROPE.

THE H.A.L. Steamship

"HOERDE,"
Captain Hansen, having arrived, Consignees of Goods are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained. Bills of Lading, countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Bygde" from Christiania.
Ex s.s. "Mogador" from Setaul.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 26th March, 1914. [445]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SATSUMA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 26th March, 1914. [451]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA."

Arrived Hongkong on 22nd March, 1914. From: ALEXANDRIA, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained.

Optional Goods will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 23rd March, 1914. [456]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KIOTO."

Captain J. A. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained.

Optional Goods will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 23rd March, 1914. [456]

S.S. "ATLANTIQUE."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Normand" and "Bague" and from Havre or s.s. "Normand" in connection with above Steamer are hereby informed that their Goods with Valuable are being landed and stored at the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 26th inst. at Noon will be subject to rent.

All Claims must be sent in to me on or before the 30th inst., or they will not be recognized.

All damaged packages will be examined on the 26th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BULLIERRE, Acting Agent.

Hongkong, 22nd March, 1914.

LASSITUDE IN HOT WEATHER.

In the prevailing trying weather every function of the body is more or less depressed, with the result that men are just able to get through their daily routine of work.

To overcome this lassitude and restore the sensation of well-being which every one desires, the nervous system must be restored, for the nervous system rules the whole body. This is done by the supplies of protein and phosphorus, the vital elements of food as they may be called, since without them the nervous system cannot remain healthy.

Protein and phosphorus are combined in Sanatogen, the phosphorus being in the exact form in which it exists in the body and nerves. This explains why Sanatogen always restores the body's strength, revitalises the blood and reinvigorates the nervous system when they are depressed from any prodigious cause.

India's hot weather. To the value of lassitude than China's. To the value of Sanatogen in such weather the Hon. Mr. Justice Kington, Judge of the Chief Court, Lahore, attests. Mrs. Kensington writes: "I have tried Sanatogen in the heat of Lahore and am absolutely satisfied with it. Mr. Kensington has also taken it, and we have both found it a wonderful restorative and tonic."

Sanatogen can be obtained of all Chemists, in bottles of two sizes. (111-S. 602a)

NOTICES TO CONSIGNEES

NORDDDEUTSCHER LOYD BREMEN FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GERNIS."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

Hongkong, 19th March, 1914. [118]

"OLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, HAM, LONDON AND SINGAPORE.

THE Steamship

"GLENEARN."

Captain W. L. Hartnell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Godown Company, Ltd., at Kowloon, whence and where delivery may be obtained.

Optional Goods will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 24th March, 1914. [467]

FOR NERVOUS EXHAUSTION



LOSS OF MEMORY AND DEBILITY

CHAPOTEAU'S PROSPEROUS EXHAUSTION OF LIME

It increases vitality and nerve force, cures neurasthenia, dyspepsia, insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

THE COST OF A RATE WAR.

EXPENSES AND PROFITS OF RUNNING A LINER.

It may not be out of place, says a writer in the *Manchester Guardian*, to give a warning as to the measure of expense to be attached to reports and rumours as to the moves of the various companies in the Atlantic rate war.

The need for care in accepting statements is emphasised by reference to the allegation made a couple of days ago as to the intention of the Norddeutscher-Lloyd as a prompt reply to the action of the Hamburg-America Company to take their mail and express steamship Kaiser Wilhelm der Grosse and convert her into a steamer passenger ship.

That something of the sort is intended there seems indeed little doubt, but the decision to do it has not been brought about by the events of recent days. The announcement was made of occupation of the steamer was made fully four months ago.

Now let us consider the probabilities of the cost of a heavy rate war. It is difficult to arrive at any estimate, for, as has been obvious by the cuts just made, there is no likelihood that rates in both directions will fall to an equal degree, nor be cut necessarily at the same time.

Moreover, it has always been the practice to differentiate between the various ships employed in the traffic when fixing rates, and consequently when cutting rates.

It is clear that when a steamer is possible of a cut to £2 for a steamer rate may be offered for a voyage in one of the worst-rated ships of a line, but it by no means follows that it or anything approaching it will be charged on any company's crack ships.

Another point must also be remembered. There are nowadays really four classes in the great Atlantic liners—saloon, which covers everything in the first saloon between, say, £25 and the millionaires' suites, which run up in the busy season to something like £1,000, then the intermediate, giving far better accommodation than a generation ago; then the third-class, where the passengers have enclaved state, rooms nowadays, have enclaved state, where the passengers have enclaved state, where the passengers have enclaved state.

The third-class passenger is quite prepared to pay rates substantially higher than the passenger in the actual steamer. When the Hamburg-America Company brought out their Imperator they reported her accommodation as being 73% in the saloon, 60% in the second-class, 90% in the third-class, and 1,800 in the steerage; and other ships are similarly divided up. Thus, if the actual steamer rate were to fall to the £2 mentioned, it could only affect a proportion of, say, two-thirds, the passengers of what may be called the working class.

EARNINGS AND OUTLAY.

The earnings of these big steamships are, of course, very great. When the Imperator came out it was estimated that the greatest possible earnings per voyage would amount in her case to £70,000, and that the lowest would be £20,000. The cost of working her was put at £23,000 a voyage. Taking the good with the bad, it was considered fair to average the net earnings at £25,000 a voyage.

When the Lusitania came out the estimate made in her case showed a margin of £12,000 for each single voyage from port to port on outgoings of under £20,000. When we try to apply her figures to the case of the Imperator and the Olympic we must remember that though the cost of the three vessels does not differ very greatly, the two new ships are of half as much tonnage again as the Lusitania; they carry speed is substantially less. Owing to their greater tonnage they have to pay more dues and docking charges, but owing to their less speed they have less coal (the Lusitania needs some 6,000 tons for the 3,000-mile run from Liverpool to New York), and burning less coal require fewer firemen and trimmers than the Cunarder, which has to be manned with a staff in her boiler-rooms equal to the work of shifting a thousand tons of coal from the bunkers every twenty-four hours.

The feeding into the furnaces of the larger vessels running at a lower speed have larger cargo capacity, but they earn less subsidy, only received by them the weight of mail carried by them.

It will be seen that there is a substantial margin between the cost of the vessels and the present times, and that the rate war in present times threatens to diminish any branch of receipts that from steamer passengers. If the other heads can pay for running the ships the actual loss as distinguished from failure to make profits and pay proportions of charges will be small enough, for the feeding of a steamer passenger does not cost much over a shilling a day, and his supervision and attendance is not a great sum.

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SHIPPING IN PORT.

STEAMERS.

CHIPPING, British str., 1,130, Shenk, 24th March—Waihaiwei 19th March, General—Jardine, Matheson & Co.

CHINGHONG, British str., 1,905, Doyle, 19th March—Kwang Yen 10th March, Stone—Shewan, Tomes & Co.

DAGIN, Norwegian str., 809, A. T. Solverson, 22nd March—Saigon 15th March, Rice—Order.

HAIMUN, British str., 641, J. W. Evans, 21st March—Swatow 23rd March, General—Douglas, Lapraik & Co.

HALVAND, Norwegian str., 1,063, C. Book, 21st March—China-Japan Lijn, General—British str., 2,655, R. J. Bainbridge, 22nd March—Singapore 15th March, General—Chinese.

HONG MOON, British str., 2,655, R. J. Bainbridge, 22nd March—Singapore 15th March, General—Chinese.

HON. French str., 710, Corvelinson, 22nd March—Haiphong 21st March, General—A. R. Marty.

JALORSA, British str., 3,360, J. E. O'Sullivan, 22nd March—Mojji 17th March, Coal and General—Jardine, Matheson & Co.

KIRIN MARU, Japanese str., 2,268, M. Nakamura, 24th March—Singapore 17th March, General—Nippon Yusen Kaisha.

KWANGLOO, Chinese str., 1,468, MacArthur, 21st March—Shanghai 18th March, General—Chinese.

KWONGSANG, British str., 1,428, W. F. Richard, 24th March—Swatow 23rd March, General—Jardine, Matheson & Co.

LAERTES, British str., 1,340, C. Wadd, 24th March—Saigon 19th March, General—Chinese.

LOONGSANG, British str., 1,096, W. G. G. Leask, 24th March—Manila 21st March, General—Jardine, Matheson & Co.

LUCOW, British str., 1,231, Meathrel, 22nd March—Shanghai 18th March, General—Butterfield & Swire.

MANCHURIA, American str., 3,760, A. Dixon, 15th March—San Francisco 12th February, General—Pacific Mail S.S. Co.

MISHIMA MARU, Japanese str., 2,270, F. L. Sommer, 24th March—Middlebrough 3rd February, General—Nippon Yusen Kaisha.

MONTAGUE, British str., 3,953, A. J. Eidey, 20th March—Vancouver 15th February, General—Canadian Pacific Railway Co.

NIE, British str., 3,135, G. S. Lapraik, 16th March—San Francisco 16th February, General—Pacific Mail S.S. Co.

ORANG, British str., 1,945, Picknell, 20th March—Singapore 12th March, General—Jardine, Matheson & Co.

OPLAND, Norwegian str., 843, H. L. Eriksen, 21st March—Bangkok 12th March, Rice—Order.

SUNGKIAN, British str., 987, J. Robertson, 22nd March—Kobe 21st March, General—Butterfield & Swire.

TAISHO MARU, Japanese str., 2,937, G. Shimidzu, 21st March—Waihaiwei 15th March, General—Mitsui Bussan Kaisha.

TENYO MARU, Japanese str., 13,454, Ernest Bont, 21st March—San Francisco 21st February, General—Toyo Kisen Kaisha.

TUPANAN, Dutch str., 3,424, A. Oldenburger, 22nd March—Hohow 21st March, General—Java-China-Japan Lijn.

TUNGSHING, British str., 1,170, Husey, 24th March—Saigon 20th March, Rice—Chinese.

YAMATO MARU, Japanese str., 1,953, Baba, 21st March—Chingwantao 15th March, Coal—Mitsui Bussan Kaisha.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Mongolia*, carrying the mails from the United States, left Yokohama on the 24th March, at noon, and is scheduled to arrive at Hongkong on the 4th April.

The C.P.R. str. *Empress of Russia* left Nagasaki on the 26th March, at 8 a.m., and is due to arrive at Kobe on the 26th March, at 7 a.m.

The T.K.K. str. *Nippon Maru*, which left San Francisco on the 27th February, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 27th March, between 2 and 4 p.m.

PASSED THE CANAL.

February 17th—*Persia, Behuana*. February 20th—*Borneo, Ledon*. February 24th—*Shimoda, Trieste*.

February 27th—*Indrawadi, Menelaus*. March 3rd—*Den of Ruthven, Nankin*. March 6th—*Benleu, Koerier, Namur*.

March 10th—*Benavon, Bragavina*. March 13th—*Bohemian, Glenturret*. March 16th—*Bohemian, Glenturret*.

March 19th—*Bohemian, Glenturret*. March 22nd—*Bohemian, Glenturret*. March 25th—*Bohemian, Glenturret*.

March 28th—*Bohemian, Glenturret*. March 31st—*Bohemian, Glenturret*. April 3rd—*Bohemian, Glenturret*.

April 6th—*Bohemian, Glenturret*. April 9th—*Bohemian, Glenturret*. April 12th—*Bohemian, Glenturret*.

April 15th—*Bohemian, Glenturret*. April 18th—*Bohemian, Glenturret*. April 21st—*Bohemian, Glenturret*.

April 24th—*Bohemian, Glenturret*. April 27th—*Bohemian, Glenturret*. May 1st—*Bohemian, Glenturret*.

May 4th—*Bohemian, Glenturret*. May 7th—*Bohemian, Glenturret*. May 10th—*Bohemian, Glenturret*.

May 13th—*Bohemian, Glenturret*. May 16th—*Bohemian, Glenturret*. May 19th—*Bohemian, Glenturret*.

May 22nd—*Bohemian, Glenturret*. May 25th—*Bohemian, Glenturret*. May 28th—*Bohemian, Glenturret*.

May 31st—*Bohemian, Glenturret*. June 3rd—*Bohemian, Glenturret*. June 6th—*Bohemian, Glenturret*.

June 9th—*Bohemian, Glenturret*. June 12th—*Bohemian, Glenturret*. June 15th—*Bohemian, Glenturret*.

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

TWO HILLS OF LADING ISSUED FOR
BATAVIA, PERSTAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE STEAMSHIP

"DEVANHA"
Captain W. B. Hickey, "deviating" His
Majesty's Mail will be despatched from this
port for BOMBAY on SATURDAY,
the 28th March, 1914, at NOON, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MEDINA"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo, into
the Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, etc., will be conveyed via Bombay
and transhipped to the s.s. "MANTUA,"
due in London on the 8th May, 1914.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 16th March, 1914.

THE DOLLAR STEAMSHIP CO.

PROPOSED SAILINGS

FOR SAN FRANCISCO AND SAN PEDRO.

S.S. "ROBERT DOLLAR" ... On 4th Apr.
S.S. "M. S. DOLLAR" ... On 28th Apr.

Connection made with Salt Lake Railway at
San Pedro for OVERLAND points.

For rates, space and further particulars
apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager,
Telephone 782,
Hongkong, 26th March, 1914.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "ATHOL" ... On or about 4th April.

FOR BOSTON AND NEW YORK.

S.S. "KABEMA" ... On or about 15th April.

For Freight and further information, apply
to

DODWELL & Co., Ltd.,
Agents,
Hongkong, 18th March, 1914.

THE AMERICAN AND ORIENTAL
LINE.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE,"
Captain Whalley, will be despatched as above
on SATURDAY, the 28th April.

For Freight and passage, apply to
ARNOLD, KARBURG & Co.,
General Agents,
Hongkong, 26th March, 1914.

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. Jas. McGregor),
for LONDON, HULL and ANTWERP.
This Steamer will be despatched for the above
Ports on or about 26th April.

Saloon Passage, Hongkong to London
£40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 5th March, 1914.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS AT THE OUTPOSTS,
& Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY
PRESS.

which is incorporated
The CHINA OVERLAND TRIP REPORT.

Subscription, paid in advance,
\$12 per annum. Postage
5s to any part
of the World.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
Kobe & MOJI ... Friday, 27th Mar. Noon.
SHANGHAI via SWATOW ... Saturday, 28th Mar. D'light.
MANILA ... Saturday, 28th Mar. 2 P.M.
TIENTSIN via SWATOW, WEL-
HAIWEI and CHEFOO ... Sunday, 29th Mar. D'light.
SHANGHAI ... Friday, 31st Mar. D'light.
Kobe & MOJI ... Tuesday, 31st Mar. 2 P.M.
SINGAPORE, PENANG & CALCUTTA ... Friday, 3rd Apr. 2 P.M.
MANILA ... Saturday, 4th Apr. 2 P.M.
YOKOHAMA, Kobe and MOJI ... Tuesday, 7th Apr. Noon.
YOKOHAMA, Kobe and MOJI ... Saturday, 11th Apr. Noon.

Return to Japan ...
The Steamers "Kobe" and "Lansing" leave about every 3 weeks for
Shanghai and Japan returning via Kobe (Grand Sea) and Moji to Hongkong. Time occupied 20 days.
This service is supplemented by the "Kobe" and "Lansing" at regular intervals for Yokohama, Kobe and Moji returning
direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

Freight and Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, 25th March, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG, STRAITS & RANGOON.

EASTWARD.

The S.S. "JELUNGA" 5,206 tons gross, Captain J. R. O'Sullivan will be
despatched for SINGAPORE, PENANG and RANGOON on the 27th Mar. at Noon,
taking and Cargo Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 26th March, 1914.

THE ROYAL MAIL STEAM
PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE-HOMESWARDS.

FOR
LONDON & ANTWERP ... "MERIONETHSHIRE" ... On 11th April.
LONDON, ROTTERDAM & ANTWERP ... "CARDIGANSHIRE" ... On 18th May.

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND ... "DEN OF RUTHVEN" ... On 5th April.
VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND ... "GLENLOCH" ... On 3rd May.
VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND ... "CARNARVONSHIRE" ... On 23rd May.

For Freight and Further Particulars apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 26th March, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the cargoes of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Bluff Point.
3. From Bluff Point to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION.

VESSEL'S NAME.

FLAG & REG.

SECTION.

CAPTAIN.

FOR FURTHER PARTICULARS TO

TO BE DESPATCHED

ON 28th inst. at Noon.

About 1st Apr.

On 11th Apr.

About 26th Apr.

On 31st inst.

On 7th Apr. at 1 P.M.

On 8th Apr. at 10 A.M.

On 24th inst.

On 8th Apr.

On 23rd Apr.

About 5th May.

On 1st Apr. at Noon.

On 5th Apr.

On 7th Apr. at Noon.

On 14th Apr.

On 16th Apr. at Noon.

About 6th April.

On 15th Apr. at 4 P.M.

On 31st inst. at Noon.

About 4th April.

On 25th inst.

On 2nd Apr. at Noon.

On 8th Apr. at Noon.

To-day, at 1 P.M.

On 4th Apr. at Noon.

On 31st inst. at Noon.

On 4th Apr.

On 11th Apr.

On 8th Apr. at Noon.

On 9th Apr. at 10 A.M.

On 18th Apr. at 9 A.M.

On 22nd Apr.

About 2nd April.

On 7th Apr. at Noon.

On 11th Apr. at Noon.

On 14th Apr. at Noon.

On 15th Apr. at Noon.

On 16th Apr. at Noon.

On 17th Apr. at Noon.

On 18th Apr. at Noon.

On 19th Apr. at Noon.

On 20th Apr. at Noon.

On 21st Apr. at Noon.

On 22nd Apr. at Noon.

On 23rd Apr. at Noon.

On 24th Apr. at Noon.

On 25th Apr. at Noon.

On 26th Apr. at Noon.

On 27th Apr. at Noon.

On 28th Apr. at Noon.

On 29th Apr. at Noon.

On 30th Apr. at Noon.

On 1st May. at Noon.

On 2nd May. at Noon.

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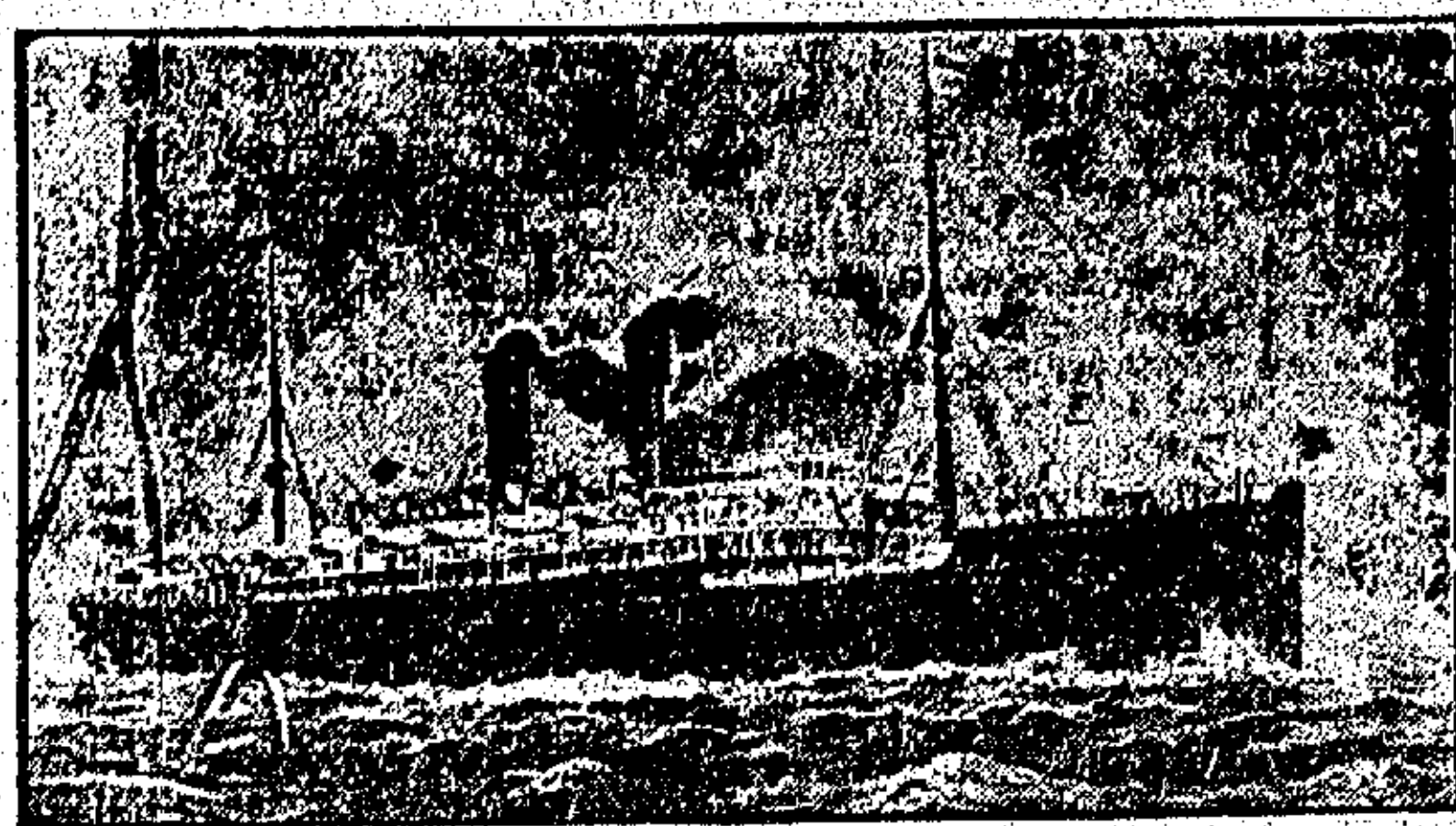
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PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA, and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, and BILGE KEELS. COUSINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Port of Kobe and Yokohama.

STEAMERS	Tons	Sailing
MANCHUBIA	27,000	THURSDAY, 26th Mar., at 1 p.m.
NILE	11,000	TUESDAY, 31st Mar., at Noon.
MONGOLIA	27,000	SATURDAY, 11th Apr., at 1 p.m.
PERSIA	9,000	TUESDAY, 25th Apr., at Noon.
KOREA	18,000	SATURDAY, 9th May, at 1 p.m.
SIBERIA	18,000	TUESDAY, 19th May, at 1 p.m.
CHINA	10,200	WEDNESDAY, 27th May, at Noon.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
31st Mar. ... NILE	2nd Apr.	2nd Apr.	MONGOLIA	4th Apr.
28th Apr. ... PERSIA	30th Apr.	30th Apr.	PERSIA	19th Apr.
27th May. ... CHINA	29th May.	30th May.	KOREA	2nd May.
16th June. ... NILE	18th June.	5th May.	SIBERIA	7th May.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE NO. 141.
Panama-Pacific International Exposition—San Francisco—1915.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 1st April, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 16th April, at Noon.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 29th April, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at Noon.
"PANAMA MARU"	J. Kano	
"SEATTLE MARU"	T. Saito	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Fuchigami	SUNDAY, 5th April, A.M.
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 16th April, A.M.
"MALAY MARU"	T. Miyata	SUNDAY, 26th April, A.M.

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 8th Apr., at 2 p.m.
"TAMU MARU"	Y. Yamamoto	WEDNESDAY, 8th Apr., at 2 p.m.
"DAIJIN MARU"	K. Murakami	SUNDAY, 29th Mar., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 5th Apr., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	WEDNESDAY, 1st April, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	FRIDAY, 27th Mar.

These Steamers of Coast and Formosa Line have excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Hon. Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

741] Second Floor No. 1 Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 1st April. Connecting with "KATHLAWAR" 17th April.
EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong	First Class Accommodation for Passengers.	Fitted With Wireless Telegraphy.
"SALAMIS"	About 30th March.	

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 26th MARCH, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

FRIDAY, 27th MARCH, 1914.
8 a.m. KINSHAN. 8 a.m. HONAM.
10 p.m. HONAM. 5 p.m. HEUNGSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAISHAN, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 29th MARCH, 1914.

The Company's New Steamship

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamship from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamship connects with the Excursion Steamer returning from Macao at 5 p.m.

REDUCTION IN FARES.

SALOON Single \$2.50. Return \$4. 1st CLASS Single \$1.25. Return \$1.75.
2nd CLASS Single 80 cts. Return \$1.30.
Staterooms—Fuloon 50 cts. per person single. 1st Class single 25 cts. return 40 cts.
75 return—2nd 15 " 20 "
One Cabin in each Class reserved free for use of Ladies.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUI AN, 1,851 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
S.S. HOI SANG, 457 tons.
Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. MANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

PHILIPPINES S.S. CO.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 2nd Apr., 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 11th Apr., 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light. Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 25th March, 1914.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

TO SAIL

SHANGHAI, KOBE AND YOKOHAMA

CORDILLERE

On 5th April.

On 19th April.

HOMEWARD

AMAZON

On 7th April, at 1 p.m.

ATLANTIQUE

On 21st April, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Circular Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

S. C. de BUISSIERRE, Acting Agent,

QUEEN'S BUILDING.

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YORK BUILDINGS, 2nd Floor.

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YORK BUILDINGS, 2nd Floor.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU	16,000	WEDNESDAY, 8th Apr., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KASHIMA MARU	20,000	WEDNESDAY, 22nd Apr., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAWA MARU	12,500	TUESDAY, 7th Apr., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	SHIDZUOKA MARU	12,500	TUESDAY, 31st Apr., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TANGO MARU	13,500	WEDNESDAY, 8th Apr., at Noon.
KOBE (direct)	MIKKO MARU	9,600	WEDNESDAY, 6th May, at Noon.
KOBE (direct)	KANAGAWA MARU	12,000	MONDAY, 6th April.
NAGASAKI, KOBE and YOKOHAMA	RANGOON MARU	12,500	FRIDAY, 27th March.
KOBE and YOKOHAMA	TOTTORI MARU	12,900	FRIDAY, 27th March.
	SANUKI MARU	12,500	SATURDAY, 11th April.
	MIKKO MARU	9,600	WEDNESDAY, 8th Apr., at 11 A.M.
	KAGA MARU	13,500	THURSDAY, 9th Apr., at 11 A.M.

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMER	Tons	Sails	WEDNESDAY
KAMO MARU	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.
MISHIMA	16,000	"	6th May.

STEAMER	Tons	Sails	TUESDAY
AWA	12,500	"	7th April.
SHIDZUOKA	12,500	"	21st April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(3-9-1)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	MARSEILLES and LONDON	MARSEILLES	LONDON
		6 p.m. Thurs.	Noon. Sat.		Friday	Thursday
		Apr. 2	Apr. 7		May 8	May 14
		Apr. 15	Apr. 21		May 22	May 28
		Apr. 30	May 5		June 5	June 11
		May 14	May 19		Saturday	Friday
		May 28	June 2		June 20	June 26
		May 11	June 16		July 4	July 10
		June 25	June 30		July 18	July 24
		July 9	July 14		Aug. 1	Aug. 7
		July 23	July 28		Aug. 15	Aug. 21
		Aug. 6	Aug. 11		Aug. 29	Sept. 4
					Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements can also be made whereby passengers leave by the P. & O. Special Train from Marseilles and arrive in London at 3.25 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the Connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows—

	1st Saloon	"A"	Accommodation	Single	Return	Return
LONDON						
		"A"		\$265	\$265	\$265
		"B"		\$269	\$269	\$269
		"C"		\$244	\$244	\$244
		"D"		\$240	\$240	\$240

MARSEILLES

1st Saloon "A" Accommodation Single \$261 Return \$261

2nd Saloon "A" " " \$255 " \$255

2nd Saloon "B" " " \$242 " \$242

2nd Saloon "C" " " \$238 " \$238

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS

LEAVE

LEAVE

LEAVE

LEAVE

DUE AT

DUE AT

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PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 28th Mar.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	MALTA	About 1st Apr.	Freight and Passage.
SHANGHAI, KOBE, NAGASAKI, and YOKOHAMA	NAMUR	About 3rd Apr.	Freight and Passage.
SHANGHAI	DELTA	About 9th Apr.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
For Further Particulars apply to
E. A. HEWITT,
Superintendent.

Hongkong, 26th March, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"LUOWH"	On 28th Mar. 4 P.M.	
SHANGHAI	"SUNGKANG"	On 27th Mar. 10 A.M.	
SHANGHAI	"CHENAN"	On 28th Mar. 4 P.M.	
SHANGHAI	"SHAOHONG"	On 31st Mar. Noon	
SHANGHAI	"TAMING"	On 1st Mar. 4 P.M.	
SHANGHAI	"ANHUI"	On 2nd Apr. 4 P.M.	
SHANGHAI	"YINGCHOW"	On 4th Apr. 4 P.M.	
SHANGHAI	"TEAN"	On 7th Apr. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—TWIN SCREW STEAMERS "CHENAN," "YINGCHOW," "CHENAN," and the S.S. "LIANGHONG." "LUOWH" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.
N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
REDUCED FARES:—SINGLE \$40.....RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 26th March, 1914. TELEPHONE 36. AGENTS. [6]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).
TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. BRISGAVIA ... 7th April.	S.S. SCANDIA ... 29th Mar.
S.S. UCKERMARK ... 9th April.	S.S. SACHSEN ... 31st Mar.
S.S. ALTWARE ... 25th April.	FOR HAVRE, EMDEN & HAMBURG:
S.S. FURST BULOW ... 1st May.	S.S. ASSYRIA ... 4th Apr.
S.S. ALEBIA ... 21st May.	FOR HAVRE, BREMEN & HAMBURG:
S.S. FRISIA ... 29th May.	S.S. ALEBIA ... 8th Apr.
S.S. SILEBIA ... 18th June.	FOR VICTORIA, VANCOUVER, SMITH & FORKLAND (Or.)
	S.S. HOERDE ... 14th Apr.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. BAYERN ... 23rd Apr.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 26th March, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HATTAN"	Capt. J. S. Bosch	FRIDAY, 27th Mar., at 11 A.M.
"HATTAN"	Capt. A. E. Hodgins	TUESDAY, 31st Mar., at 11 A.M.
"HATTAN"	Capt. W. C. Passmore	FRIDAY, 3rd Apr., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HATTAN"	Capt. J. S. Bosch	SUNDAY, 29th Mar., at 10 A.M.
"HATTAN"	Capt. A. E. Hodgins	WEDNESDAY, 1st Apr., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th March, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE SUBJECT TO MODIFICATION.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	4th April.	On 9th Apr. 10 A.M.
ALBENHAM	2nd May.	On 1st May, 10 A.M.
EMPIRE		On 29th May, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to—
GIBB, LIVINGSTON & Co.,
AGENTS.

Hongkong, 26th March, 1914.

39

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.
IMPERIAL GERMAN MAIL LINES.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer Displacement Tons and Speed Leave Hongkong.

TENYO MARU 22,000—21 knots...SATUR., 4th April.

NIPPON MARU 11,000—18 knots...WED., 8th April.

HONGKONG MARU 11,000—18 knots...SATURDAY, 25th April.

SHINYO MARU 22,000—21 knots...from KOBE 11th May.

CHIYO MARU 22,000—21 knots...TUES., 19th May.

Passengers by this Steamer may travel per se. "HONGKONG MARU."

via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. " £96.10.

" " SAN FRANCISCO £45. " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Leave Hongkong

SEIYO MARU 14,000—15 knots ... SATURDAY, 11th April.

For Full Particulars as to Passage and Freight, apply to—
S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

[12]

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer/ Arrives Hongkong from Australia Leaves Hongkong for Australia

"TAIYUAN" 8th April. 22nd April.

"CHANGSHA" 8th April. 22nd April.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 14th March, 1914. TELEPHONE No. 36. AGENTS. [12]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "KORBER," 9,900 tons, will leave as above on 15th April at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no extra tips, no inside Cabin Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class, £26 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 6th April.

3rd Class Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS.

Via Venice, Milan, Simplon, Leusanne, Paris, Calais or Boulogne, Class 1 £21.15, 2nd £14.15.

BY ST. GOTTHARD EXPRESS.

Via Venice, Milan, St. Gotthard, Leusanne, Paris, Calais or Boulogne, Class 1 £21.15, 2nd £14.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class 1 £21.15, 2nd £14.15.

BY TAVERN EXPRESS.

Via Munich, Cologne, Hook or Flushing, Class 1 £21.15, 2nd £14.15.

TO SHANGHAI.

S.S. "KORBER," 9,900 tons, will leave as above on 1st April, at 6 A.M.

FARES: Hongkong-Shanghai, 1st Class, £24 2nd, £17 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERSIA," 12,500 tons, will leave as above about 2nd April.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea, Danube, also North & South America.

SANDER WIELER & Co., AGENTS,

Hongkong, 18th March, 1914. Prince's Building. [13]

ON SALE.

VISITOR TO CANTON Should Purchase.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE £1.75

On Sale at—
Hongkong: "Daily Press" Office.
Messrs. KELLY & WALAN, Ltd.
Messrs. BAYNE & Co.

Canton: Messrs. A. S. WARREN & Co.

Hongkong, 7th January, 1914.

FOR NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ANTWERP and BREMEN ...

"P. E. FRIEDRICH," Capt. C. MUNDT, 14,000 {Tuesday, 31st Mar., at 10 A.M.

Calling at Manila.

SHANGHAI, TSINGTAU, KOBE ... "PRINCESS ALICE," Capt. J. BORTHELYN, 20,300 {About Thursday, 2nd Apr.

MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ SIGISMUND," Capt. A. HERTZIG, 6,000 {Saturday, 18th Apr., at 9 A.M.

"PRINZ SIGISMUND," Capt. A. HERTZIG, 6,000 {About Tuesday, 31st Mar.

KOBE ... "BORNEO," Capt. J. KORNBERG, 5,000 {Thursday, 9th Apr., at 9 A.M.

JESSELTON, KUDAT and SANDAKAN ...

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship about

"SIGMARINGEN" ... 30th March

"NORDERNEY" ... 13th April

"HELGOLAND" ... 27th April

"BORKUM" ... 11th May

FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN: S.S. "GERNIS" about 5th May.

FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "SIGMARINGEN" about 16th May.

FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "NORDERNEY" about 1st June.

FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "HELGOLAND" about Middle of June.

FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "BORKUM" about End of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 9th March, 1914. [118]

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00

Do. Do. Smaller Edition 8.00

CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe 8.50

THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891 1.00

THE HONGKONG TYPHOON, Sept. 18th, 1896, Illustrated Account 0.50

TEMPORARY MINING REGULATIONS IN CHINA 0.50

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA 0.50

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually 5.00

MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column 1.00

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh 1.00

POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA 0.25

TRADE MARK REGULATIONS IN CHINA 0.35

MISSIONARY DIRECTORY, on paper cover 0.50

MISSIONARY DIRECTORY, on cloth cover 1.00

DOG AND GUN in New Territory 1.00

FROM HONGKONG TO CANTON BY THE PEARL RIVER, a Book for the "Clubmaster," by Capt. C. V. LLOYD, with Maps and Illustrations 1.75

HONGKONG WEEKLY PRESS, half-yearly vol., bound 7.50

SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923 3.00

RATES OF EXCHANGE AT HONGKONG, English Mail days 1874—

BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893— 1.00

CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe 2.00

PLAN OF THE WEST RIVER 1.00

" " VICTORIA 1.00

" " KOWLOON 0.75

" " PEAK 0.75

" " NEW TERRITORY 0.75

POWER OF ATTORNEY FORM 0.25

MAIL TABLES for 1914 0.30 & 0.25

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2, 00 i.h.p., Comdr. A. Cochrane, Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Yangtze.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darvall, Yangtze.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 t.p., Captain Hugh P. E. T. Williams, Yangtze.

Cherub, water tank and tug, 390 tons, 340 i.h.p., Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Macdonald, Yangtze.

Colne, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. Comdr. C. A. Forgan, Hongkong.

Chalmer, T.B.D., 567 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong.

Fame, T.B.D., 567 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. C. M. Blackman, Hongkong.

Hamshire, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Hongkong.

Jed, T.B.D., 50 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, Hongkong.

Kinab, 615 tons, 1,200 i.h.p., Lieut. Comdr. H. Marryatt, Yangtze.

King, surveying ship, 1,070 tons, 6 guns, 11,400 i.h.p., Lieut. F. J. B. Gibson, Hongkong.

Ing, Minelayer, armoured cruiser (flagship), Vice-Admiral T. H. Jerram, R.C.B., 27,000 t.p., Capt. E. B. Kiddie, Hongkong.

Mooreen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Alan Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, 23,000 f.d., Capt. F. A. Powlett, Shanghai.

Nightingale, river gunboat, 85 tons, 240 i.h.p., Lieut. Comdr. Malcolm Murray, Yangtze.

Submarines—

C. 36 D. J. McGillivray, Lieut. Comdr.

C. 37 J. A. Gimes, Lieut. Comdr.

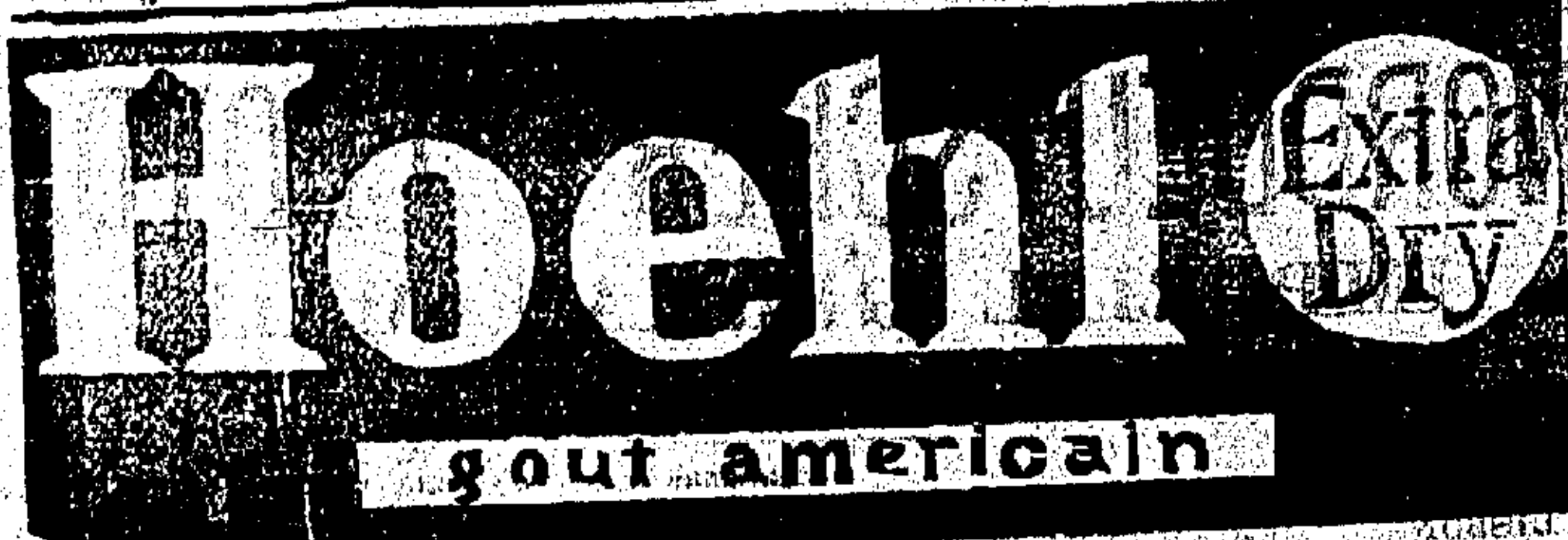
C. 38 E. K. O. Pope, Lieut. Comdr.

T.B. 035, Lieut. Comdr. Handley.

T.B. 036, Lieut. Comdr. Barton.

T.B. 037, Lieut. Comdr. Wyndham-Gair.

T.B. 038, Lieut. Comdr. Seymour.



OBTAINABLE FROM
THE SINCERE CO. LTD.
SUB-AGENT FOR HONGKONG.
Hongkong, 23rd March, 1914.



NATURA MILK

BEST STERILIZED MILK

ON THE MARKET.
\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 23rd March, 1914.



LEONHARDT'S

INKS AND
GUNS,
CARBON
PAPERS,
TYPEWRITER
RIBBONS.

ARE THE BEST!

Supplied from local stock of the General Agent for
Hongkong and China.

HUGO C. A. FROMM,

HONGKONG.

Hongkong, 23rd March, 1914.

POST OFFICE NOTICE.

The *Chenai*, with the MAILS FROM LONDON (via Siberia) of Wednesday and Friday, the 4th and 6th inst., is due to arrive here to-day.

The *Nippon Maru*, with the AMERICAN MAIL, is due to arrive here to-morrow, at 4 p.m.

The *Despatch*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 7th inst., is due to arrive here to-morrow.

Chinese Registered Correspondence will not be delivered on a signature only. The Chop of a firm of standing will in each case be required in addition. The Postmen have been instructed not to part with any registered article until the above regulation has been complied with.

On and after April 1st the Western Branch Post Office situated in the Old Harbour Office in rear of the Western Market North Block will be open daily from 7 a.m. to 9.30 p.m. on week days and from 8 a.m. to 9 a.m. and 6 p.m. to 9.30 p.m. on Sundays and Holidays for the transaction of postal business, e.g. sale of stamps registration, etc. Direct Mails to Canton are made up at this Office.

FOR PER DATE
Fort Bayard ... Thursday, 26th, 8.00 A.M.
Sasoon ... Thursday, 26th, 10.00 A.M.
Fort Bayard, Haiphong and Pakhoi ... Thursday, 26th, 10.00 A.M.
Shanghai and North China ... Thursday, 26th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN VIA
NAGASAKI, HONOLULU, UNITED STATES,
SOUTH AMERICA AND CANADA VIA
SAN FRANCISCO
(EUROPE VIA SIBERIA)

(To make connection with the Dalny steamer
leaving Shanghai on Monday, the 30th
inst., at 12.30 p.m.)

* Shanghai and * North China ... Thursday, 26th, 10.00 A.M.

Haiphong and Pakhoi ... Friday, 27th, 9.00 A.M.

Sasoon, Amoy and Poonchow ... Friday, 27th, 10.00 A.M.

* Japan via * Kobe ... Friday, 27th, 11.00 A.M.

Straits and Borneo ... Friday, 27th, 1.00 P.M.

Straits, India via Calcutta ... Friday, 27th, 5.00 P.M.

Swatow, Shanghai and North China ... Saturday, 28th, 10.00 A.M.

Japan via Kobe ... Saturday, 28th, 10.00 A.M.

STRAITS, BURMAH, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADELAIDE,
SOUTH AMERICA AND CANADA VIA
SAN FRANCISCO

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Sasoon, Amoy and Poonchow ... Friday, 27th, 10.00 A.M.

* Japan via * Kobe ... Friday, 27th, 11.00 A.M.

Straits and Borneo ... Friday, 27th, 1.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

March 25th.	
ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documents, at 4 months sight	111 1/2
ON PARIS:	
Bank Bills, on demand	243 1/2
Credits, at 4 months sight	243 1/2
ON GERMANY:	
On demand	197 1/2
ON NEW YORK:	
Bank Bills, on demand	47
Credits, at 60 days sight	48
ON BOMBAY:	
Telegraphic Transfer	144
Bank, on demand	144 1/2
ON CALCUTTA:	
Telegraphic Transfer	144
Bank, on demand	144 1/2
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA:	
On demand	94 1/2
ON MANILA:	
On demand	95 1/2
ON SINGAPORE:	
On demand	116 1/2
ON BATAVIA:	
On demand	23 1/2 p.m.
ON SAIGON:	
On demand	79 1/2
ON BANGKOK:	
On demand	810.30
SOVEREIGN, Bank's Buying Rate	\$54.10
GOLD LEAF, 100 fine, per tael	\$26 1/2
SILVER, per oz.	26 1/2

SUBSIDIARY COINS.
per cent.
Hongkong ... 20 cents piece ... \$ 4.40 discount.
Hongkong ... 10 ... \$ 7.36

MAILS VIA SIBERIA.

London ... March 21st.
Shanghai ... March 23rd.
March 4th ...
March 7th ...

SHARE LIST—QUOTATIONS.

HONGKONG, 25th MARCH, 1914.

Stocks.	NO. OF SHARES.	VALUE PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	(1810, sales 11/11)	54 p.c.
China Bank Corporation, Limited	60,000	\$12 all	\$11 1/2	83 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4, buyers	
China Provisional Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$8 1/2, sellers	73 p.c.
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50 all	Tls. 130	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$8 1/2, sales	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$36, buyers	3 p.c.
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$85 1/2, sellers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$73, sales	73 p.c.
New Amoy Dock Co., Limited	10,000	\$63 all	\$8 1/2	
Sh'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 55, buyers	
Sh'hai and Hongkong Co., Limited	36,000	Tls. 100 all	Tls. 100	
Green Island Cement Co., Limited	400,000	\$10 all	\$6 1/2, sales	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10 all	\$45, sellers	5 p.c.
Hongkong Hotel Company Limited	20,000	\$50 all	\$124, buyers	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	P. 10 all	\$84, sellers	54 p.c.
Hongkong Ice Company, Limited	5,000	\$25 all	\$185, buyers	94 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$23	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$6 all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/ all	\$16, sellers	
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250 \$30	\$332	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$145, sellers	63 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$350 \$50	\$358	74 p.c.
North China Insurance Co., Limited	10,000	\$15 \$5	Tls. 142, buyers	62 p.c.
Union Insurance Society, Limited	12,000	\$250 \$100	\$345, sales @ 73	
Yonghe Insurance Association, Ltd.	12,000	\$100 \$50	\$205, sales @ 73	
LANE AND BUILDINGS.—				
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$113	
Hongkong Land Reclamation Co., Ltd.	95,000	\$100 \$75	\$200	54 p.c.
Hampshire Estate and Finance Co., Ltd.	150,000	\$10 all	\$8, buyers	7 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30	\$44	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 89, buyers	
West Point Building Co., Limited	12,500	\$50 all	\$66	53 p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10 all	Tls. 50	
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	40/-, sellers	
Heewood Tin and Rubber Estate, Ltd.	822,000	2/- all	2/6	
Baux Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$3, buyers	
Tromps Mines, Limited	160,000	\$1 all	\$10 1/2	73 p.c.
Peak Tramways Co., Limited	25,000	\$10 \$1	\$10 1/2, sellers	
Philippine Co., Limited	50,000	\$10 \$1	\$10 1/2, buyers	
Pulpas et Papeteries de Tonkin Societe de	15,200	\$50 all	\$20, seller	
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100 all	\$86 1/2, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$28, sellers	
SHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$8, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$35, seller	74 p.c.
H'kong, Canton & Hainan S.S. Co., Ltd.	80,000	\$15 all	\$23 1/2	6 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25 all	\$7 1/2, 1/10	53 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$10 1/2, buyers	
Star Ferry Company, Limited	40,000	\$10 all	\$49, buyers	
South China Morning Post Limited	6,000	\$25 all	\$24, sal. & rel.	
Steam Laundry Company, Limited	20,000	\$5 all	\$44, buyers	
STORES AND DISPENSARIES.—				
Powell, Wm., Limited	15,000	\$7 all	\$36, buyers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10 all	\$73, buyers	54 p.c.
Union Waterboat Co., Limited	50,000	\$10 all	\$20, seller	

Para Rubber in London

Lotus.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

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of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1913.

REVISED BY THE MEMBERS.

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TO-DAY

Noon—Auction of Valuable Leasehold Properties at Auction Rooms, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.

Saturday, 23rd Mar.—

2 p.m.—Royal Hongkong Yacht Club Sports.

4 p.m.—Hongkong Football at the Club Ground, Happy Valley.

8 p.m.—Oxford and Cambridge Dinner at the Hongkong Hotel.

Monday, 24th Mar.—

11 a.m.—China Sugar Refining Co., Ltd. Meeting of Shareholders.

11.15 a.m.—Luzon Sugar Refining Co., Ltd. Meeting of Shareholders.

Noon—Hongkong and Whampoa Dock Co., Ltd. Meeting of Shareholders.

3 p.m.—Auction of Crown Land at Ngau Shi Wan in the New Territories, by Public Works Dept.

3 p.m.—Auction of Crown Land at Bowen Road, by Public Works Dept.

Tuesday, 31st Mar.—

10 a.m.—Auction of Government Stores at the Arsenal Yard, by Messrs. Hughes & Hough.

11 a.m.—Hongkong Club Half-Yearly Drawing of 65 Debentures.

Noon—Hongkong Rope Manufacturing Co., Ltd. Meeting of Shareholders.

5.10 p.m.—Hongkong Club Yearly General Meeting in the Club House.

Saturday, 4th April.

Noon—William Powell Ltd. Extraordinary General Meeting.

Monday, 6th April.

Noon—Hongkong Ice Co., Ltd. Meeting of Shareholders.

Friday, 10th April.

Good Friday—General Holiday.

8.15 p.m.—Stainers' "Crucifixion" at the St. John's Cathedral.

Monday, 13th April.

Easter Monday.

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ROUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913. With Index. Price \$7.50.